IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DIVISION OF THE EASTERN JUDICIAL DISTRICT OF MISSOURI

UNITED STATES OF AMERICA, PETITIONER,

v.

STANDARD OIL COMPANY OF NEW JERSEY ET AL., DEFENDANTS

DEFENDANTS' EXHIBITS

On behalf of the defendants:

Mr. JOHN G. MILBURN, Mr. MORITZ ROSENTHAL
Mr. JOHN S. MILLER, Mr. M. F. ELLIOTT, Mr. MARTIN CAREY, Mr. F. L. CRAWFORD, Mr. DOUGLAS CAMPBELL, Mr. C. W. MARTYN

On behalf of the petitioner:

Mr. FRANK B. KELLOGG, Mr. C. B. MORRISON
Mr. J. HARWOOD GRAVES

VOLUME 19

WITH NUMERICAL AND ALPHABETICAL INDEX

WASHINGTON
GOVERNMENT PRINTING OFFICE
1909

DEFENDANTS' EXHIBIT 163.

Table of rates, in cents per cwt., from Chicago and points in the Chicago switching district to Milwaukee and all carload points of delivery at Milwaukee.

Articles.	Rate.
Beer	3c.
Beer packages	
Car couplers	
Corrugated sheet iron	
Feed	
Glue stock	
Fertilizers	
Hides	
Railroad splices	
Leather trimmings	
Sausage casings	
Turpentine	
Vinegar	
Articles of iron and steel manufacture	2½c.
Petroleum and its products	3c.

Authority: C. & N. W. I. C. C. 5075, effective August 28th, 1906.

Authority: C. & N. W. I. C. C. 6259, effective January 21, 1907.
C., M. & St. P. I. C. C. A-10116, effective Mch. 23, 1907.

DEFENDANTS' EXHIBIT 164.

Received
Apr. 12, 1899
Ans. 1
HOWARD PAGE.

Billing order 345. G. F. O. Contract No.

ST. LOUIS, PEORIA & NORTHERN RAILWAY CO.

GENERAL FREIGHT DEPARTMENT.

On

PETROLEUM AND ITS PRODUCTS—CARLOADS.

FROM

CHICAGO (McCOOK), ILL.

To

EAST ST. LOUIS, ILLS.

SIX (6) CENTS PER 100 LBS.; PREPAID.

Minimum weight 24,000 lbs. when loaded in cases or barrels. When loaded in tank cars, capacity of the tank as per Tank Line Circular.

Rate includes Chicago Terminal Transfer R. R. switching of $3 per car and Big Four switching from I. & N. Y[illegible] to Waters-Pierce Oil Co.'s plant.

Effective April 10, 1899.

Copy to R. A., R. M. F., I. F., E. P. H.

Expires: All notices covered by this form will expire with the current year, unless otherwise specially provided.

Higher rates must not be used on interstate traffic for shorter than for longer distances over same line in same direction, the shorter being wholly included within the longer distance.

GEO. B. SIMPSON,
General Freight Agt.

DEFENDANTS' EXHIBIT 165.

1898 Billing Order No. 2457.

ILLINOIS CENTRAL RAILROAD COMPANY.

(Northern and Western Lines.)

GENERAL FREIGHT DEPARTMENT,
CHICAGO, ILL., *5/12/1898.*

The following rate will govern:
From: Kankakee, Ill.
To: East St. Louis, Ill.
Via:
On: Oil, carloads.
Rate: 6 cents per 100 lbs.
Taking effect: 5/1/98.
Expires:
Agents will note on waybills the "Billing Order No.," shown hereon, as authority for rate.
The above will expire December 31, 1898, if not sooner canceled.

W. E. KEEPERS,
Gen'l Freight Agt.

Copy to K. K. K.
E. St. L.
G. E. L.
L. L. M.
Z.

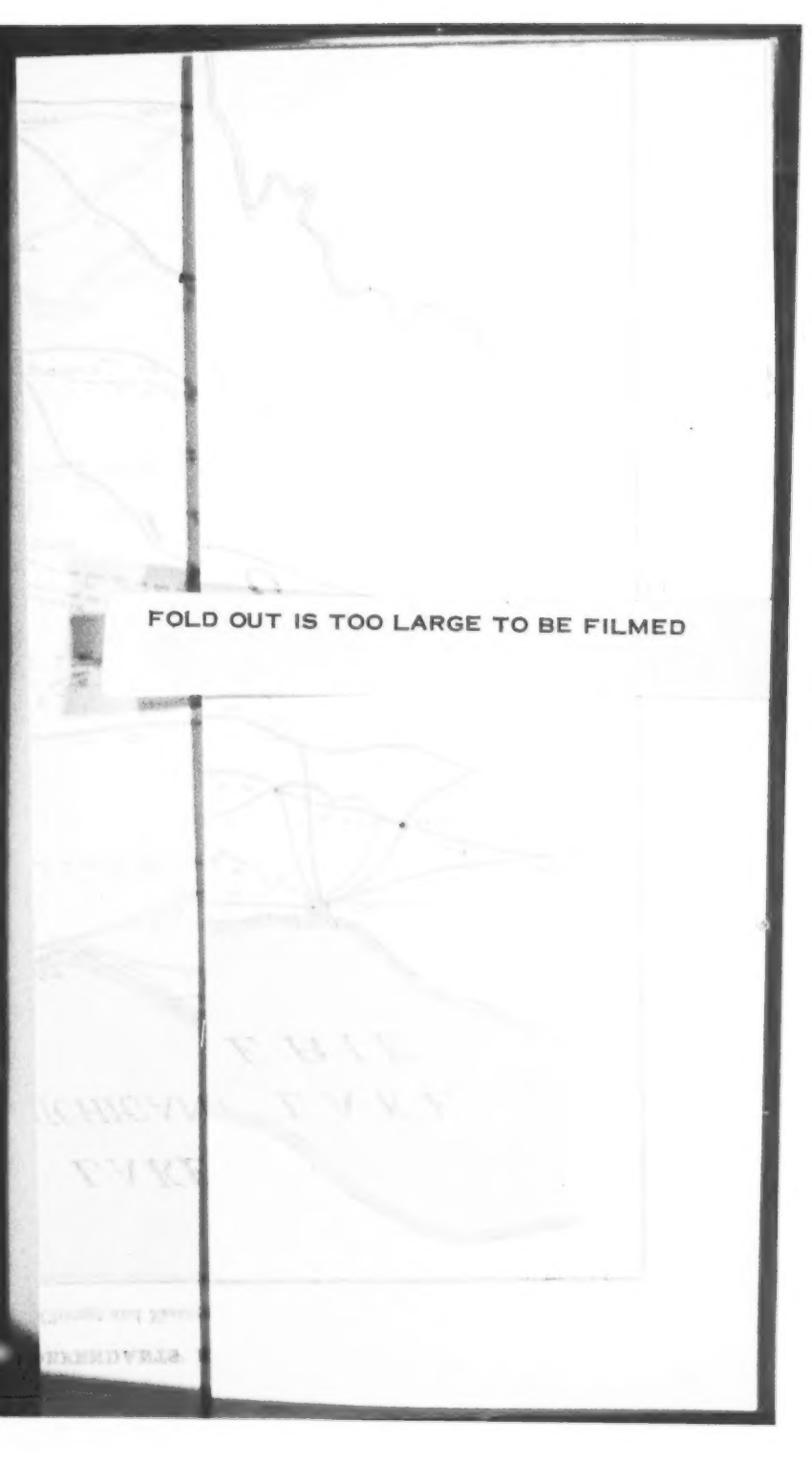
File C–31218.

DEFENDANTS' EXHIBIT 166.

Table showing the C. & E. I. and E. & T. H. roads' division of through oil rates from Toledo, O., to stations on C. & E. I. and E. & T. H. that are junctions with direct east and west roads.

Stations.	Direct route.	Rate from Toledo.[a]	C. & E. I. and E. & T. H. division of Toledo rate.[b]	Whiting rate.[c]	Excess per cwt. in Whiting rate.
St. Anne.....Ill..	C., C., C. & St. L.....	10c.	3.4c.	5.5c.	2.1c.
Wateeka..... "	T., P. & W.....	10c.	3.4c.	5.5c.	2.1c.
Hoopeston..... "	L., E. & W.....	10c.	3.4c.	5.5c.	2.1c.
Danville..... "	Wabash.....	10c.	3.4c.	5.5c.	2.1c.
Cayuga.....Ind..	T., St. L. & W.....	10c.	4.2c.	5.5c.	1.3c.
Hillsdale..... "	C., H. & D. (I. D. & W)	10c.	4.2c.	5.5c.	1.3c.
Terre Haute..... "	Penna. R. R. & C., C., C. & St. L.	10c.	4.2c.	5.5c.	1.3c.
Vincennes..... " ..	Penna. R. R.....	13c.	7.15c.	8.25c.	1.1c.
Princeton..... " ..	So. Ry. (L., E. & St. L.)	13c.	7.46c.	8.25c.	0.79c.
Evansville..... " ..	So. Ry. (L., E. & St. L.)	13c.	7.46c.	8.25c.	0.79c.

[a] L. S. & M. S. Ry., I. C. C. A-286, effective September 1st, 1896; also L. S. & M. S. tariff No. O-8. Corrected No. 2, effective Nov. 20, 1891.
[b] L. S. & M. S. Ry., percentage sheet No. 5595, effective March 12th, 1898, and No. 5834, effective February 1st, 1900.
[c] C. & E. I. R. R., G. F. D. 5242, effective March 24th, 1892, C. & E. I., G. F. D. 14457, I. C. C. 876, effective April 1st, 1901, and Petitioner's Exhibits 521, 522, 589, 590, and 591.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DEFENDANTS' EXHIBIT 168-A.

TARIFF CIRCULAR No. 1-A.

INTERSTATE COMMERCE COMMISSION,
Washington, July 25, 1906.

* * * * * * *

It is manifest that existing schedules must be changed or amended to bring them into full compliance with the provisions of law above set forth. These changes or amendments can be made most satisfactorily, and at the same time with greater uniformity, through the prompt action and cooperation of all carriers subject to the law, and to that end such carriers, through special committees or their representatives in traffic associations, are requested to immediately confer and thereupon propose to the Commission such methods of procedure respecting the changes necessary to be made in tariff construction, including the simplification of present rules and regulations and of exceptions to the application of specified rates, the definite statement of joint routes upon which through rates are to apply, and appropriate means of certainly indicating evidence of concurrence in joint through rates both to the Commission and to the public, while at the same time providing for plainly showing upon suitable schedules the services and the various charges required by the law to be published and filed.

The Commission is of the opinion that this duty should rest primarily with the carriers themselves, in view of their liability to forfeitures and penalties in cases of failure to comply with the mandatory requirements of the sixth section. The Commission will, however, cordially cooperate with representatives of the carriers, and will freely discuss with them all pertinent questions which in this connection may arise, reserving always its right to make at such times as may appear necessary any general or special order or orders within the scope of its authority. Methods so proposed by carriers should embrace those designed to effectuate immediate substantial compliance with the amended law as well as those intended to be permanently applicable.

MARTIN A. KNAPP,
Chairman.

DEFENDANTS' EXHIBIT 168-B.

TARIFF CIRCULAR NO. 2-A.

INTERSTATE COMMERCE COMMISSION,
Washington, September 15, 1906.

To ——

The Interstate Commerce Commission, in answer to numerous inquiries from railroad officials and other interested persons, and for the purpose of giving administrative construction to certain provisions of the amended act to regulate commerce which became effective on the 28th of August, 1906, announces the following rulings:

* * * * * * *

Notice of changes in rates.—Where two or more connecting carriers establish a joint rate which is less or greater than the sum of their local rates, such joint rate is a change of rates and requires a notice of thirty days. In such case the joint rate, when duly established and in force, becomes the only lawful rate for through transportation.

EDW. A. MOSELEY,
Secretary.

DEFENDANTS' EXHIBIT 168-C.

TARIFF CIRCULAR No. 3-A.

INTERSTATE COMMERCE COMMISSION,
Washington, September 15, 1906.

To ———

The Commission has in contemplation the making of an order with respect to the filing of tariffs which will embrace the following requirements among others:

1. Joint tariffs shall in all cases be filed by the initial line, but an initial carrier may authorize a connecting line to file its tariffs, provided that all the joint tariffs of such initial line are filed by the same connecting carrier. In this case the connecting carrier shall be treated as the initial line.

2. The schedules of each initial line shall be printed as an independent document and not together with the schedules of any other initial line.

3. Participating lines may file with the Commission a general authority authorizing the initial line to file on their behalf all tariffs or all joint tariffs of a specified kind, and in such case no other concurrence in the tariffs covered thereby will be required. Where such general authority is not on file concurrences must accompany the tariff itself when presented by the initial line for filing, and such tariff will not be accepted and filed until all such concurrences have been received. The Commission will accept as evidence of concurrence a telegram from the proper officer of the concurring line to the proper officer of the filing line stating the concurrence of the participating line in the tariff. Such concurrence should give the I. C. C. number of the tariff concurred in.

4. Class rates shall be filed in a tariff by themselves and commodity rates in one or more tariffs, as the carriers may elect.

5. Each carrier shall file an index showing all commodity rates in effect which have been filed by it, specifying the I. C. C. number of the tariff in which such rate is found. Such index shall be by commodities and shall be made in such detail that each commodity can be easily located. This index shall be reprinted and filed with the Commission every three months, beginning January 1, 1907, provided changes have been made in the meantime; or carriers may file an index consisting of detachable leaves and may print the necessary leaf whenever change is made.

6. Not over five supplements shall be promulgated to any tariff, and not over ten to any classification; to show changes beyond this number the entire tariff or classification shall be reprinted. Each supplement, whether to a classification or a tariff, shall indicate all changes made by that supplement and previous supplements from the original tariff.

7. In the compilation of tariffs a uniform order shall be observed, so that a given subject will always be found in a given portion of the tariff. Any fact stated in any other portion of the tariff than that prescribed will be regarded as not mentioned at all.

8. Terminal charges, which must be paid by all shippers at destination, and which are, therefore, really a part of the cost of transportation, must be specified in the tariff of the initial line. Terminal

charges which depend upon a contingency, like demurrage, storage, switching, etc., shall be filed by the delivering line and posted in the delivering station.

When any switching or terminal charge, either at the point of origin or the point of delivery, is absorbed, or when any service is rendered and the total cost to the shipper from the place where the property is first received to the place where it is finally delivered is thereby affected, such absorption or such service shall be stated upon the tariff.

Before reaching any final conclusion touching the above propositions the Commission would be glad to receive in writing suggestions from all interested parties. *It has also appointed a general session at its office in Washington for ten o'clock in the forenoon of October 8, 1906,* at which all parties desiring will be heard. It is suggested that the carriers be represented at that time by a committee or committees reflecting the views of different carriers in different parts of the country. Perhaps each section to which each of the three classifications applies should send a committee of from three to five persons. While the Commission is not prepared at this time to suggest any uniform method of stating the rates in the body of the tariff, this also will be the subject of discussion.

After sufficient time has been allowed carriers for the revision of their tariffs no schedule will be filed by the Commission which is not constructed in conformity with the requirements of the statute and the rules prescribed by the Commission and which does not so state the rates contained that they can be understood by a person of ordinary intelligence.

Very respectfully,

EDW. A. MOSELEY,
Secretary.

DEFENDANTS' EXHIBIT 168-D.

TARIFF CIRCULAR No. 5-A.

INTERSTATE COMMERCE COMMISSION,
Washington, October 12, 1906.

The Interstate Commerce Commission announces the following rulings:

Division of joint rates—contracts and agreements for, must be filed.—A contract, agreement, or arrangement between common carriers governing the division between them of joint rates on interstate business is a contract, agreement, or arrangement in relation to traffic within the meaning of section 6 of the act to regulate commerce, and a copy thereof must be filed with the Commission. Where such contract, agreement, or arrangement is verbal or is contained in correspondence between the parties or rests on their custom and practice, a memorandum of its terms must be filed with the Commission.

Tariff Circular No. 4-A, of date September 29, 1906, contains the following paragraph:

"*Notice of changes in rates.*—Where a joint rate is in effect by a given route which is higher between any points than the sum of the locals between the same points, by the same route, such higher joint rate may, until December 31, 1906, be changed by reducing the same to the sum of such locals, but not otherwise, upon posting one day in advance a tariff of such reduced rate and mailing a copy thereof to the Commission."

In order that no carrier shall be placed at a disadvantage thereunder, the commission has amended said rule to read as follows:

Notice of changes in rates.—Where a joint rate is in effect by a given route which is higher between any points than the sum of the locals between the same points, by the same or another route, such higher joint rate may, until December 31, 1906, be changed by reducing the same to the sum of such locals, but not otherwise, upon posting one day in advance a tariff of such reduced rate and mailing a copy thereof to the commission.

* * * * * * *

Issuance and use of free passes.—The provisions of the act relative to the issuance of free tickets, free passes, free transportation, or free carriage to employees of carriers apply only to persons who are actually in the service of the carriers and who devote substantially all of their time to the work or business of such carriers. Land and immigration agents, unless they are bona fide and actual employees, representatives of correspondence schools, agents of accident or life insurance companies, agents of oil or lubricating companies, etc., are not within the classes to which free or reduced-rate transportation can be lawfully furnished.

But the commission does not construe the law as preventing a carrier from giving necessary free transportation to a person traveling over its line solely for the purpose of attending to the business of, or performing a duty imposed upon, the carrier, nor from giving free carriage over its line to the household and personal effects of an employee who is required to remove from one place to another at the instance of, or in the interest of, the carrier by which he is employed.

Nor does the commission construe the law as preventing a carrier from giving free or reduced-rate carriage over its line to contractors for material, supplies, and men for use in construction, improvement, or renewal work on the line of that carrier, provided such arrangements for free or reduced-rate carriage are made a part of the specifications upon which the contract is based and of the contract itself.

Free and reduced-rate transportation for ministers of religion, etc.—The provisions of the act relative to the issuance of free or reduced-rate transportation to ministers of religion do not apply to, or include, members of the families of ministers of religion. Neither do the provisions of the act relative to the issuance of free or reduced-rate transportation admit of including therein officers of the Government, the army, or the navy, or members of their families, or other persons to whom such considerations may have been extended in the past, unless they are within the classes specifically named in the act.

Notation on tariff of special permission.—In each instance where, by special permission from the commission, a tariff is made effective in less than thirty days, such tariff must bear the notation: "Effective (insert date), by special permission of the Interstate Commerce Commission of (insert date)."

Very respectfully,

EDW. A. MOSELEY,
Secretary.

DEFENDANTS' EXHIBIT 168-E.

TARIFF CIRCULAR NO. 6-A.

INTERSTATE COMMERCE COMMISSION,
Washington, November 16, 1906.

The Interstate Commerce Commission announces the following rulings and requirements:

The Commission's Tariff Circular No. 5-A, of October 12, 1906, contained the following paragraph:

"*Division of joint rates—Contracts and agreements for, must be filed.*—A contract, agreement, or arrangement between common carriers governing the division between them of joint rates on interstate business is a contract, agreement, or arrangement in relation to traffic, within the meaning of section 6 of the act to regulate commerce, and a copy thereof must be filed with the Commission. Where such contract, agreement, or arrangement is verbal or is contained in correspondence between the parties or rests on their custom and practice, a memorandum of its terms must be filed with the Commission."

Answering many inquiries as to just what is desired under this rule, the Commission states that when the agreement or arrangement under which divisions are made is in the form of a contract or formal agreement or recorded memorandum a copy of each such contract, agreement, or memorandum is to be filed with the Commission. Where such arrangement is made by correspondence or verbally, a concise memorandum of the basis and general terms and application of the arrangement or practice is to be filed with the Commission. The filing of the division sheets themselves is not desired.

* * * * * * *

Through rates which exceed the sum of locals.—Many informal complaints are received in connection with regularly established through rates which are in excess of the sum of the locals between the same points. The Commission has no authority to change or fix a rate except after full hearing upon formal complaint. The Commission announced in its Tariff Circular No. 5-A, of October 12, 1906, a rule permitting practically immediate reduction of a through rate which is higher than the sum of the locals between the same points. It is believed to be proper for the Commission to say that if called upon to formally pass upon a case of this nature it would be its policy to consider the through rate which is higher than the sum of the locals between the same points as prima facie unreasonable, and that the burden of proof would be upon the carrier to defend such higher through rate.

Changes of rates on less than statutory notice— Whose signatures shall appear on applications.—The act to regulate commerce authorizes the Commission, in its discretion, and for good cause shown, to permit changes in tariff rates on less than the statutory notice. It is believed that this authority should be exercised only in instances where special or peculiar circumstances or conditions fully justify it. Confusion and complication must follow indiscriminate exercise of this authority. Applications for permission to change tariffs on short notice are received in indefinite and informal ways and over the signatures of many different officials. Some telegraphic requests

are received which make no mention of verified copies and which are not followed by verified copies, as per rule previously made by the Commission. The Commission, therefore, announces that applications for permission to change tariffs on less than statutory notice shall be addressed to the Interstate Commerce Commission, in form specified by the Commission under date of September 17, 1906, and must be over signature of the president, vice-president, general traffic manager, assistant general traffic manager, general freight agent, or general passenger agent, specifying title.

The Commission requests that as far as possible these applications be sent by mail and not by telegraph.

Correspondence with Commission on freight and passenger matters.—It is believed that the best results and understandings will be reached if the conducting of ordinary correspondence between carriers and the Commission is confined to as few persons as possible. Request is therefore made that the traffic manager or the general passenger and general freight agents of each road designate not more than two officials or other representatives to respectively conduct the correspondence with the Commission on freight and passenger matters and to promptly advise the Commission of such appointments.

Distribution of official circulars and rulings to carriers.—It is obviously impracticable for the Commission to place copies of its official circulars and rulings in the hands of all the officers of carriers or to furnish copies for distribution among them. The officers at the head of traffic departments, or in charge of the passenger and freight departments, respectively, will please designate for each road one official in the passenger department and one in the freight department (unless both are under one head officer and one appointment is considered sufficient) to whom such circulars and rulings are to be sent, and arrange for such designated officials to disseminate the information among other interested officers and agents. Please report these appointments to the Commission as early as possible.

Distribution of official circulars and rulings to commercial organizations.—With the view of giving prompt information to those who may be interested, the Commission will upon application place upon its mailing list regularly organized boards of trade, chambers of commerce, commercial clubs, and shippers' associations, for the purpose of mailing to them copies of official circulars containing rulings and orders of the Commission.

EDW. A. MOSELEY,
Secretary.

DEFENDANTS' EXHIBIT 169.

Withdrawn. (See record, p. *1778, vol. 14.*)

DEFENDANTS' EXHIBIT 169-A.

Interstate Commerce Commission No. A 242.
Canceling No. A 16.

I. C. R. R. G. F. D. No. 4800 B.
Canceling G. F. D. No. 4800 A.

ILLINOIS CENTRAL RAILROAD COMPANY,

In connection with

CHICAGO & CALUMET TERMINAL RAILWAY CO.

Joint Freight Tariff

On

Petroleum and its products (including benzine, benzole, carbon, gasoline, lubricating, and naphtha)

From

WHITING, IND.,

To

GRAND JUNCTION, TENN.

(When destined to points on or via Memphis & Charleston R. R.)
13 cents per 100 pounds.

NOTE: The above rates will not apply on shipments to Grand Junction, Tenn., proper.

Way-billing instructions.

Allow the C. & C. T. Ry. $3.00 per car (regardless of weight) from Whiting, Ind., to Riverdale, and way-bill from Riverdale to destination at remainder of rate.

Issued May 18, 1896. Taking effect May 23, 1896.

W. E. KEEPERS,
G. F. A., I. C. R. R., N. & W. L. Lines, Chicago, Ill.

W. S. HAWLEY,
G. F. A., C. & C. T. Ry., Chicago, Ill.

W. B. BOWES,
G. F. A., I. C. R. R., So. Lines, New Orleans, La.

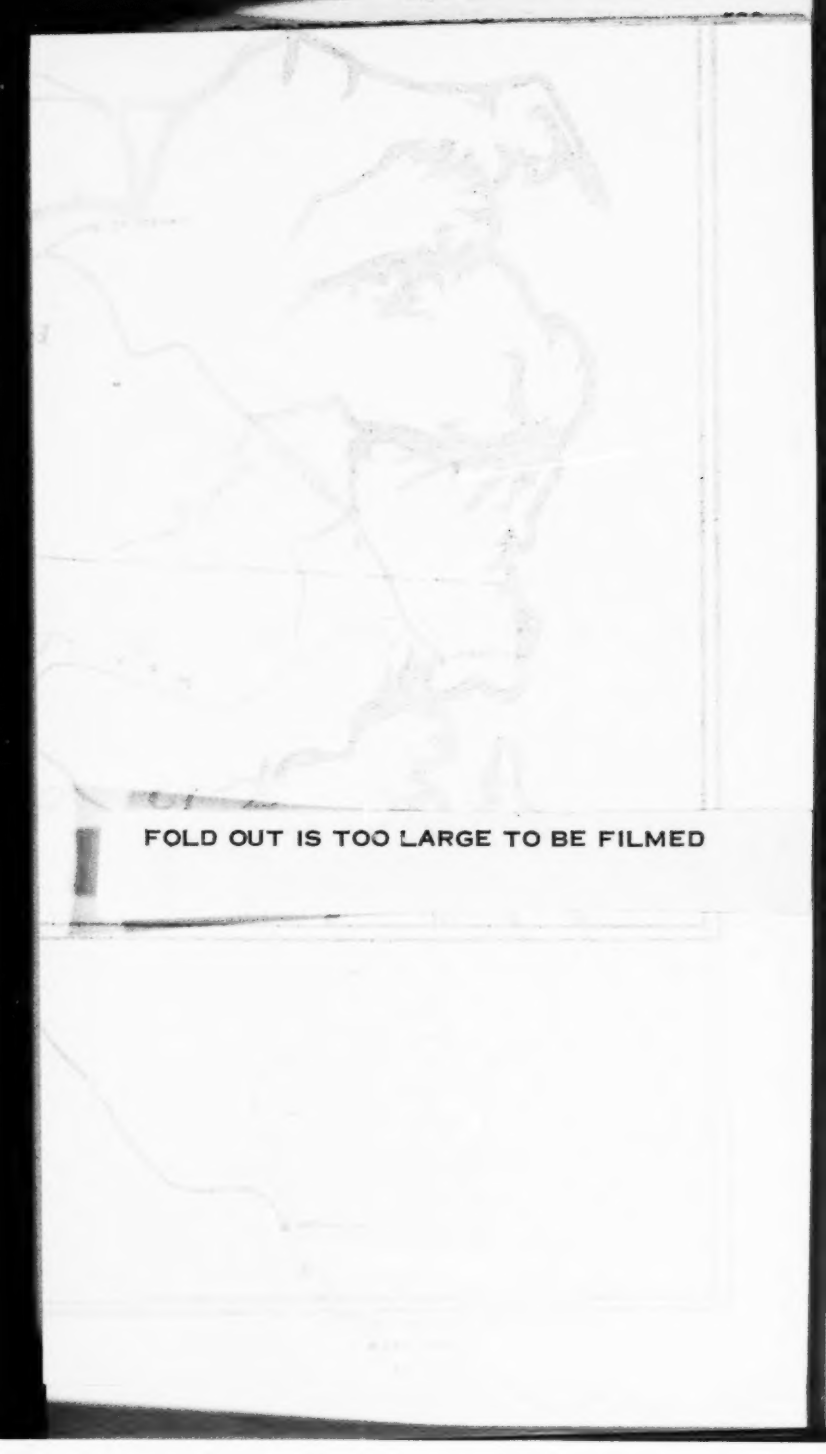
(File B 2850)

DEFENDANTS' EXHIBIT 170.

Statement of carload shipments from various standard refinery points to the territory south of Kentucky and Virginia and east of the Mississippi River (but not including Mississippi River points or the cities of Mobile and Pensacola).

Point of shipment.	1905.
Philadelphia	131
Cleveland	43
Parkersburg	96
New York Harbor	94
Franklin	226
Olean and Rochester	21
Baltimore and South Atlantic Seaboard points	3,538
Louisville (a)	164
Chaison and New Orleans (b)	207
Total number of cars from refineries other than Whiting	4,520
Number of cars from Whiting	2,373
Grand total	6,893
Per cent of total shipments from Whiting	34.5%

(a) The shipments from Louisville were of oil, refined partly at Whiting and partly at other points, showing that not all of the Whiting product was shipped at Evansville or Grand Junction rates.
(b) Commencing about 1903 there was a considerable movement of refined oil from Texas into the territory mentioned. This oil was purchased at Chaison (Beaumont) and shipped via New Orleans in tank cars, and a limited quantity brought by bulk boat to New Orleans, thence by tank cars to destination.



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DEFENDANTS' EXHIBIT 172.

Comparative statement of carload shipments in the year 1905 from Whiting, Ind., via Grand Junction and Evansville, into the territory shown on the map, defendants' Exhibit 171.

Carloads of oil, 1905, From— to—	1 Philadelphia, Pa. & Baltimore, Md.	2 Richmond, Va.	3 Wilmington, N. C.	4 Charleston, S. C.	5 Savannah, Ga.	6 Jacksonville, Fla.	7 New Orleans, La.	8 Chaison, Tex.	9 Louisville, Ky.	10 Lima, Ohio & Cleveland, Ohio.	11 Franklin, Pa.	12 Parkersburg, W. Va.	13 Whiting, Ind., via Louisville, Ky.	14 Total via gateways other than Evansville & Gd. Jct.	15 Whiting, Ind., via Evansville.	16 Whiting, Ind., via Grand Junction.	17 Total from Whtg., Ind., via Evansville & Gd. Jct.	18 Grand total.
Atlanta, Ga.	11	13	18	12	5	5	...	2	36	....	....	5	....	107	3	257	260	367
Augusta, Ga.	2	...	20	2	18	...	...	...	5	....	....	....	....	47	5	20	25	72
Americus, Ga.	....	....	....	....	10	...	...	...	....	....	....	....	....	10	....	1	1	11
Arlington, Ga.	....	....	....	....	9	...	...	...	....	....	....	....	....	9	....	1	1	10
Albany, Ga.	....	....	....	....	13	...	...	...	22	....	....	....	....	13	....	11	11	26
Athens, Ga.	....	....	....	....	....	...	...	1	3	....	....	....	....	4	3	8	11	15
Anderson, S. C.	....	....	17	1	....	...	...	....	....	....	....	....	....	18	....	5	5	23
Aiken, S. C.	....	....	8	1	....	...	...	....	....	....	....	....	....	9	....	1	1	10
Abbeville, S. C.	....	....	5	....	....	...	...	....	....	....	....	....	....	5	....	1	1	6
Alexander City, Ala.	....	....	....	....	....	...	...	1	....	....	....	....	....	1	....	3	3	4
Anniston, Ala.	....	....	....	....	....	...	...	1	2	....	....	....	....	3	....	25	25	28
Avondale, Ala.	....	....	....	....	....	...	...	1	2	....	....	....	....	....	....	1	1	1
Alabama City, Ala.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	....	2	2	2
Aberdeen, Miss.	....	....	....	....	....	...	...	2	....	....	....	....	....	2	....	5	5	7
Athens, Tenn.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	....	5	5	5
Alton Park, Tenn.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	....	7	7	7
Barnesville, Ga.	....	....	....	....	10	...	...	....	....	....	....	....	....	10	....	2	2	12
Bowersville, Ga.	....	....	4	....	....	...	...	....	....	....	....	....	....	4	....	2	2	6
Bremen, Ga.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	....	3	3	3
Buena Vista, Ga.	....	....	....	....	2	...	...	....	....	....	....	....	....	2	....	....	....	2
Blue Ridge, Ga.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	1	....	1	1
Ball Ground, Ga.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	5	....	5	5
Birmingham, Ala.	4	7	21	10	1	...	...	....	32	....	1	4	....	80	34	186	220	300
Birmingham, East, Ala.	....	....	....	....	....	...	...	....	....	....	....	....	....	....	1	....	1	1
Bessemer, Ala.	....	....	....	....	....	...	...	1	....	....	....	1	....	2	1	24	25	27
(Forward)	17	20	93	26	68	5	...	8	80	....	1	10	....	328	53	570	623	951

[Defendants' Exhibit 172—Page 2.]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
(Forward)	17	20	93	26	68	5	...	8	80	....	1	10	....	328	53	570	922	93
Blocton, Ala.	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	8	8	9
Brewton, Ala.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	....	4	4
Boyles, Ala.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	1
Blossburg, Ala.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	1
Bolivar, Tenn.	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
Brownsville, Tenn.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6	....	6	6
Columbia, S. C.	21	3	....	44	1	....	....	....	....	....	....	1	....	70	....	....	....	70
Clearwater, S. C.	2	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	2
Columbia, Tenn.	3	2	....	....	....	....	....	....	....	....	....	....	....	7	16	....	16	23
Chattanooga, Tenn.	....	....	12	3	....	5	....	....	16	....	....	3	....	41	....	111	111	152
Clarksville, Tenn.	1	....	....	....	....	....	....	....	....	....	....	....	....	1	20	....	20	21
Cleveland, Tenn.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6	6	6
Coal Creek, Tenn.	....	....	....	....	....	....	....	....	....	....	....	....	1	1	....	5	5	6
Covington, Ga.	....	....	4	....	2	....	....	....	....	....	....	....	....	6	....	1	1	7
Columbus, Ga.	....	....	7	....	....	1	....	1	11	....	2	2	....	24	24	26	50	74
Commerce, Ga.	....	....	6	....	....	....	....	....	....	....	....	....	....	6	....	3	3	9
Cordele, Ga.	....	....	....	....	13	11	....	2	....	....	....	....	....	26	....	....	....	26
Cornelia, Ga.	....	....	....	....	5	....	....	....	....	....	....	....	....	4	....	1	1	5
Cartersville, Ga.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8	8	8
Carrollton, Ga.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	6	6	6
Cedartown, Ga.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10	10	10
Canton, Miss.	....	....	....	....	....	....	....	2	....	....	....	....	....	2	....	....	....	2
Columbus, Miss.	....	....	....	....	....	....	....	2	....	....	....	....	....	2	....	12	12	14
Corinth, Miss.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8	8	8
Cullman, Ala.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5	....	5	5
Calera, Ala.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7	7	7
Collinsville, Ala.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	4	4
Demopolis, Ala.	1	....	....	....	....	....	....	3	....	....	....	....	....	4	....	....	....	4
Dothan, Ala.	....	....	....	....	....	14	....	2	....	....	....	....	....	16	1	....	1	17
Decatur, Ala.	....	....	3	....	....	....	....	1	2	....	....	....	....	6	....	29	29	35
Dublin, Ga.	....	....	9	....	1	....	....	1	....	....	....	....	....	11	....	1	1	12
Dawson, Ga.	....	....	....	....	9	....	....	....	....	....	....	....	....	9	....	1	1	10
Dalton, Ga.	....	....	....	....	....	....	....	1	....	....	....	....	....	1	....	10	10	11
Durham, Ga.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	3	3
Durant, Miss.	....	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	....	1
Dickson, Tenn.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	9	....	9	9
Danville, Tenn.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8	....	8	8
(Forward)	48	25	134	75	98	36	...	24	109	....	3	17	1	570	147	831	978	1,08

[Defendants' Exhibit 172—Page 3.]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
(Forward)	48	25	134	75	98	30		24	109		3	17	1	570	147	831	978	1,548
Elberton, Ga.					3									3	3	4	7	7
Eatonton, Ga.					3									3		1	1	4
Eastman, Ga.								2						2				3
Eutaw, Ala.															5	2	2	4
Eufaula, Ala.															3	4	9	9
Erin, Tenn.		1				1		1						3		33	33	36
Florence, Ala.															7		7	7
Franklin, Tenn.															7		7	7
Fayetteville, Tenn.					8									8				8
Fitzgerald, Ga.					11									11				11
Ft. Valley, Ga.					14									14		5	5	19
Gainesville, Ga.					17									17				17
Griffen, Ga.	1	8	27	1				2	6					45		17	17	62
Greenville, S. C.			10	1										11		1	1	12
Greenwood, S. C.								1						1	5	24	29	30
Gadsden, Ala.								2						2		2	2	4
Greensboro, Ala.								3						3	5		5	8
Greenville, Ala.								1						1				1
Grenada, Miss.								2						2				2
Greenwood, Miss.										3		2		5				5
Greenville, Tenn.													7	7				7
Gallatin, Tenn.		1							10			3	2	16	10	25	25	41
Harriman, Tenn.																	10	10
Humboldt, Tenn.			10											10		1	1	11
Hawkinsville, Ga.					8									8				8
Helena, Ga.							13	3						16	3		3	19
Hattiesburg, Miss.								4						4				4
Hazelhurst, Miss.															2		2	2
Holly Springs, Miss.								1	1					2		26	26	28
Huntsville, Ala.																4	4	4
Iuka, Miss.														8				8
Jackson, Ga.					8		2	7	1					10	12	1	12	22
Jackson, Miss.																	1	1
Jasper, Ala.									5			4		9	8		8	17
Jellico, Tenn.															11		11	11
Jackson, Tenn.																		
(Forward)	49	35	181	77	170	37	15	53	132	3	3	26	10	791	228	981	1,209	2,000

[Defendants' Exhibit 173—Page 4.]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
(Forward)	49	35	181	77	170	37	15	53	132	3	3	26	10	791	228	981	1,209	2,419
Knoxville, Tenn	7	13						1	19			2	9	53		84	84	137
Kosciusko, Miss														1				1
Laurens, S. C			9	1										10		1	1	11
Lagrange, Ga																7	7	7
Lithonia, Ga			7											7		3	3	10
Langdale, Ga									1					1				1
Laurel, Miss							13	3						16				16
Livingston, Ala								2						2		5	5	7
Lafayette, Ala															2	1	3	3
Lenoir City, Tenn												5		5				5
Lawrenceburg, Tenn													2	2	4			6
Lebanon, Tenn															18		18	18
Lewisburg, Tenn															4			4
Macon, Ga	1		12	2	9	4			24					52		60	60	112
Monticello, Ga					1									1		1	1	2
Madison, Ga			5											5		1	1	6
Milledgeville, Ga			8		1									9				9
Marietta, Ga					7			1				1		9	5		5	14
Moultrie, Ga					10									10				10
Montezuma, Ga					4									4				4
Mineral Bluff, Ga											1			1				1
Morristown, Tenn	11													11		1	1	12
Murfreesboro, Tenn															9		9	9
McMinnville, Tenn															4		4	4
McKenzie, Tenn															7		7	7
Marion, Ala																3	3	3
Montgomery, Ala			6	2				5	30			11		54	64		64	118
Meridian, Miss						2		6	6					14	3	26	29	43
Mt. Olive, Miss							4	2						6	4		4	10
Macon, Miss								3						3				3
Nashville, Tenn	14	1					13	1	26	1	2	2		60	200		200	260
Newnan, Ga			11		1									12		1	1	13
Newberry, S. C			11											11				11
New Albany, Miss								1						1	1		1	2
New Decatur, Ala											1			1				1
Opelika, Ala															8	7	15	15
Okolona, Miss								1						1				1
(Forward)	82	49	250	82	203	43	45	79	238	4	10	47	21	1,153	561	1,183	1,743	2,896

[Defendants' Exhibit 179—Page 5.]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
(Forward)	82	49	250	82	203	43	45	79	238	4	10	47	21	1,153	561	1,182	1,743	2,806
Pelham, Ga.					1	4								5		1	6	11
Pelzer, S. C.				9									1	10		9	9	19
Pratt City, Ala.												1		1		30	30	31
Petros, Tenn.																5	5	5
Pulaski, Tenn.															8		8	8
Quitman, Ga.						5								5				5
Rome, Ga.			5	1					6					12		30	30	42
Rossville, Ga.					4									4	1		1	5
Richland, Ga.					3									3				3
Rochelle, Ga.															2		2	2
Rolling Fork, Miss.		1						2	6					9	17	26	43	52
Selma, Ala.		3												3				3
Sheffield, Ala.			11	1										12		1	1	13
Seneca, S. C.	5	1	23	2					2				2	35		8	8	43
Spartanburg, S. C.	1													1		9	9	10
So. Pittsburg, Tenn.																2	2	2
Sweetwater, Tenn.															7		7	7
Shelbyville, Tenn.															4		4	4
Springfield, Tenn.			5											5				5
Sparta, Ga.			7											7		1	1	8
Social Circle, Ga.								2						2	3		3	5
Starkville, Miss.							5	2						7				7
Summit, Miss.							2							2				2
Shubuta, Miss.					7				2					7				7
Tifton, Ga.														2	5	11	16	18
Talladega, Ala.			5											5	1	4	5	10
Troy, Ala.								1	3			4		8		20	20	28
Tuscaloosa, Ala.								1						1				1
Thomasville, Ala.					4									4				4
Toccoa, Ga.														5		1	1	6
Tennille, Ga.			5											5		1	1	6
Thomson, Ga.			5													5	5	5
Trion Factory, Ga.																8	8	8
Tupelo, Miss.															5		5	5
Tullahoma, Tenn.															4		4	4
Tracy City, Tenn.																		
(Forward)	88	54	316	95	222	52	52	87	257	4	10	52	24	1,313	623	1,358	1,981	3,294

[Defendants' Exhibit 172—Page 6.]

Carloads of oil, 1905, to—	1 Philadelphia, Pa. & Baltimore, Md.	2 Richmond, Va.	3 Wilmington, N. C.	4 Charleston, S. C.	5 Savannah, Ga.	6 Jacksonville, Fla.	7 New Orleans, La.	8 Chalson, Tex.	9 Louisville, Ky.	10 Lima, Ohio & Cleveland, Ohio.	11 Franklin, Pa.	12 Parkersburg, W. Va.	13 Whiting, Ind., via Louisville, Ky.	14 Total via gateways other than Evansville & Gd. Jct.	15 Whiting, Ind., via Evansville.	16 Whiting, Ind., via Grand Junction.	17 Total from Whiting, Ind., via Evansville & Gd. Jct.	18 Grand total.
(Forward)	88	54	316	95	222	52	52	87	257	4	10	52	24	1,313	623	1,358	1,981	3,294
Union, S. C	5			9										14		3	3	17
Union Point, Ga			9											9		2	2	11
Union City, Tenn															2		2	2
Uniontown, Ala																4	4	4
Union Springs, Ala																5	5	5
Vidalia, Ga					6									6				6
Waverly Hall, Ga																5	5	5
West Point, Ga															2	4	6	6
Washington, Ga			5											5	1		1	6
Waynesboro, Ga															4		4	4
Winchester, Tenn								1						1		1	1	1
Water Valley, Miss								2						2				2
West Point, Miss								1						1				1
Winona, Miss																		
(Total)	93	54	330	104	228	52	52	91	257	4	10	52	24	1,351	632	1,382	2,014	3,365

Total from Whiting via Grand Junction and Evansville..... 60%
Total from other Standard shipping points..... 40%

100%

DEFENDANTS' EXHIBIT 173.

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

Freight Department.

DIVISION SHEET

To be used in connection with

G. F. D. No. 10445.

OIL, carloads,

From

DOLTON, ILLINOIS,

To

GRAND JUNCTION, TENNESSEE.

Shipments of oil from Whiting, Ind., covered by above-described tariff will be way-billed to Evansville at 47.9% of through rate, first deducting $3.00 per car, C. & C. T. switching, and one-half cent per 100 pounds, Illinois Central transfer at Evansville.

Example:

	Freight.	Charges.	Total.
DOLTON to EVANSVILLE:			
Oil, 40,000 lbs.	$22.51	$3.00	$25.51
DIVISIONS:			
Through to Grand Junction, 13 cents			$52.00
Less C. & C. T. switching		$3.00	
Less Evansville transfer (½ cent)		2.00	5.00
To divide			$47.00
To Evansville (47.9%)		$22.51	
South (52.1%)		24.49	
Plus transfer		2.00	
		$49.00	
Back charges		3.00	$52.00

CHICAGO, *February 3, 1898.*

This issue is strictly private; it must not be posted or shown to other than employees of the companies directly interested.

WM. CAMPBELL, *G. F. A.*

S. J. COOKE, *A. G. F. A., Chicago, Illinois.*

H. H. RHODES, *A. G. F. A.*

DEFENDANTS' EXHIBIT 174.

I. C. C. No. 333.

G. F. D. No. 10084.

CHICAGO & EASTERN ILLINOIS RAILROAD.

In connection with

EVANSVILLE & TERRE HAUTE RAILROAD.

ILLINOIS CENTRAL RAILROAD.

Petroleum and its products, carloads.

In barrels or tank cars,

Minimum 24,000 lbs.

From

DOLTON, ILL.,

To

GRAND JUNCTION, TENN.

13 cents per 100 lbs.

Issued September 10th, 1897. Effective September 15th, 1897.

Above rate applies only on shipments destined points on or reached by the Memphis & Charleston R. R. and will not apply on oil for Grand Junction proper.

Above rate will also apply from Whiting, Ind., via C. & C. T. Ry.

Waybill per Division Sheet.

WM. CAMPBELL,
G. F. A., C. & E. I. R. R.,
Chicago, Ill.

F. P. JEFFRIES,
G. F. A., E. & T. H. R. R.,
Evansville, Ind.

W. D. HURLBUT,
G. F. A., I. C. R. R.,
Louisville, Ky.

The following stamps appear upon this exhibit:

Cancelled by
I. C. C. No. 388
Amended by
I. C. C. No. ——

Auditor's Office
Sep. 13, 1897
40698
P O 9/12
Interstate
Commerce
Commission

DEFENDANTS' EXHIBIT 174-A.

I. C. C. No. 388.

I. C. C. No. 388, canceling I. C. C. No. 333.

CHICAGO & EASTERN ILLINOIS RAILROAD.

Freight Department.

Cancellation Notice No. 330.

Effective February 1st, 1898, the following-described tariff will be withdrawn and cancelled.

C. & E. I. G. F. D. No. 10084, Joint Tariff, applying on Petroleum and its Products, C. L. from Dolton, Ill., to Grand Junction, Tenn., via Evansville & Terre Haute and Illinois Central R. Rs.

Notice to Interstate Commerce Commission by wire January 22nd, 1898.

CHICAGO, *January 22nd, 1898.*

Authy. A-520.

WM. CAMPBELL, *General Frt. Agt.*

S. J. COOKE, *Ass't Gen'l Frt. Agt., Chicago, Ill.*

H. H. RHODES, *Ass't Gen'l Frt. Agt.*

The following stamp appears upon this exhibit:

Auditor's Office
Jan. 24, 1898
7489
Interstate
Commerce
Commission

(Western Union Telegraph blank.)

121

Number 42 Ch.	Sent by M	Rec'd by W	39	Dh	Check 6 x

Auditor's Office
Received
Jan. 22, 1898
Interstate
Commerce
Commission.

Received at Corcoran Bldg., SE. cor. 15th & F sts., Washington, D. C.
11.55 A

180

JAN. 22, 1898.

Dated: Chicago 22.

To: Hon. J. M. Smith, Audr., Washington, D. C.

Refer to I. C. C. three hundred thirty-three oil tariff Dolton to Grand Junction, Tenn., effective Feby. first. This tariff will be withdrawn & sums of local rates applied. Notice to you to-night.

WM. CAMPBELL, *C. & E. I. R. R.*

DEFENDANTS' EXHIBIT 175.

List of mistakes in mileage shown on page No. 1 of Petitioners' Exhibit 586.

From—	To—	Distance in Pet. Ex.	Distance as shown by Official R. R. Guide.	Error.
Pittsburg, Pa.	Greenville, S. C.	789	767	22
Do.	Laurens, S. C.	796	774	22
Do.	" " via Grand Jct	1,233	1,201	32
Do.	Pelzer, S. C.	806	784	22
Do.	Seneca, S. C.	829	807	22
Do.	Spartanburg, S. C.	758	736	22
Do.	Union, S. C.	786	764	22
Whiting, Ind.	Augusta, Ga., via Grand Jct	1,391	1,335	56
Do.	Tuscaloosa, Ala., via Grand Jct	1,048	876	172
Pittsburg, Pa.	Anniston, Ala.	758	772	14
Cleveland, O.	Anniston, Ala.	689	703	14
Toledo, Ohio	Anniston, Ala.	656	670	14
Whiting, Ind.	Tuscaloosa, Ala.	707	697	10

As to the first page of Petitioner's Exhibit No. 586: The defendants check this exhibit and find the following discrepancies in mileages shown by the Official Railway Guide.

PITTSBURG, PA., TO GREENVILLE, S. C.

Exhibit shows short line distances, 789 miles. The mileage is 767 miles, as follows:

Pittsburg, Pa., to Shenandoah Jct., W. Va., B. & O. R. R.	239 miles.
Shenandoah Jct., W. Va., to Winston Salem, N. C., N. & W. Ry.	338 "
Winston Salem, N. C., to Greenville, S. C., Southern Ry.	190 "
Total	767 miles.

PITTSBURG, PA., TO LAURENS, S. C.

Exhibit shows short line distance 796 miles. The short line distance is 774 miles, as follows:

Pittsburg, Pa., to Shenandoah Jct., W. Va., B. & O. R. R.	239 miles.
Shenandoah Jct., W. Va., to Winston Salem, N. C., N. & W. Ry.	338 "
Winston Salem, N. C., to Spartanburg, S. C., Southern Ry.	159 "
Spartanburg, S. C., to Laurens, S. C., C. & W. C. Ry.	38 "
Total	774 miles.

PITTSBURG, PA., TO LAURENS, S. C.—(continued.)

Exhibit shows distance via Grand Junction, Tenn., as 1,233 miles. This distance is 1,201 miles, using distance via Grand Junction to Atlanta of 1,003 miles, as shown on exhibit, plus 161 miles Atlanta to Greenville via Southern Ry., and 37 miles from Greenville to—

Laurens, via C. & W. C. Ry., total	1,201 miles.

PITTSBURG, PA., TO PELZER, S. C.

Exhibit shows short line distance, Pittsburg to Pelzer, 806 miles. The mileage is 784 miles, as follows:

Pittsburg, Pa., to Shenandoah Jct., W. Va., B. & O. R. R.	239 miles
Shenandoah Jct., W. Va., to Winston Salem, N. C., N. & W. Ry.	338 "
Winston Salem, N. C., to Pelzer, S. C., Southern Ry.	207 "
Total	784 miles

PITTSBURG, PA., TO SENECA, S. C.

Exhibit shows distance 829 miles. The distance is 807 miles, as follows:

Pittsburg, Pa., to Shenandoah Jct., W. Va., B. & O. R. R.	239 miles
Shenandoah Jct., W. Va., to Winston Salem, N. C., N. & W. Ry.	338 "
Winston Salem, N. C., to Seneca, S. C., Southern Ry.	230 "
Total	807 miles

PITTSBURG, PA., TO SPARTANBURG, S. C.

Exhibit shows 758 miles. The distance is 736 miles, as follows:

Pittsburg, Pa., to Shenandoah Jct., W. Va., B. & O. R. R.	239 miles
Shenandoah Jct., W. Va., to Winston Salem, N. C., N. & W. Ry.	338 "
Winston Salem, N. C., to Spartanburg, S. C., Southern Ry.	159 "
Total	736 miles

PITTSBURG, PA., TO UNION, S. C.

Exhibit shows 786 miles. The distance is 764 miles, as follows:

Pittsburg, Pa., to Shenandoah Jct., W. Va., B. & O. R. R.	239 miles
Shenandoah Jct., W. Va., to Winston Salem, N. C., N. & W. Ry.	338 "
Winston Salem, N. C., to Union, S. C., Southern Ry.	187 "
Total	764 miles

WHITING, IND., TO AUGUSTA, GA.

Exhibit shows distance from Whiting via Grand Junction, Tenn., 1,391 miles. The distance is 1,335 miles, as follows:

Whiting, Ind., to Grand Junction, Tenn., via C. & E. I., E. & T. H., Illinois Central	591 miles
Grand Jct., Tenn., to Chattanooga, Tenn., Southern Ry.	258 "
Chattanooga, Tenn., to Knoxville, Tenn., Southern Ry.	111 "
Knoxville, Tenn., to Asheville, N. C., via Southern Ry.	129 "
Asheville, N. C., to Spartanburg, S. C., via Southern Ry.	70 "
Spartanburg, S. C., to Columbia, S. C., via Southern Ry.	94 "
Columbia, S. C., to Augusta, Ga., via Southern Ry.	82 "
Total	1,335 "

WHITING, IND., TO TUSCALOOSA, ALA.

Exhibit shows distance via Grand Junction, Tenn., as 1,048 miles. According to our records, we figure distance should be 876 miles, as follows:

Whiting, Ind., to Grand Jct., Tenn., via C. & E. I., E. & T. H., Ill. Cent.	591 miles
Grand Jct., Tenn., to Tuscumbia, Ala., via Southern Ry.	93 "
Tuscumbia, Ala., to Birmingham, Ala., via Northern Alabama R. R.	136 "
Birmingham, Ala., to Tuscaloosa, Ala., via A. G. S. Ry.	56 "
	876 miles

PITTSBURG, PA., TO ANNISTON, ALA.

Exhibit shows distance 758 miles. Figure distance should be 772 miles, as follows:

Pittsburg, Pa., to Cincinnati, O.	313 miles
Cincinnati, O., to Attalla, Ala., via C. N. O. & T. P., A. G. S.	425 "
Attalla, Ala., to Anniston, Ala., via L. & N. R. R	34 "
Total	772 miles

CLEVELAND, O., TO ANNISTON, ALA.

Exhibit shows distance 689 miles. Figure distance should be 703 miles, as follows:

Cleveland, O., to Cincinnati, O	244 miles
Cincinnati, O., to Attalla, Ala., via C. N. O. & T. P., A. G. S	425 "
Attalla, Ala., to Anniston, Ala., " L. & N. R. R	34 "
Total	703 miles

TOLEDO, O., TO ANNISTON, ALA.

Exhibit shows distance 656 miles. Figure distance should be 670 miles, as follows:

Toledo, O., to Cincinnati, O	211 miles
Cincinnati, O., to Attalla, Ala., via C. N. O. & T. P., A. G. S	425 "
Attalla, Ala., to Anniston, Ala., " L. & N. R. R	34 "
Total	670 miles

WHITING, IND., TO TUSCALOOSA, ALA.

Exhibit shows distance 707 miles. Figure distance should be 697 miles, as follows:

Whiting, Ind., to Evansville, Ind	287 miles
Evansville, Ind., to Birmingham, Ala., via L. & N. R. R	354 "
Birmingham, Ala., to Tuscaloosa, Ala., " Q. & C	56 "
Total	697 miles

DEFENDANTS' EXHIBIT 176.

Statement of carload shipments of crude oil over the Illinois Central R. R. from Illinois Oil Fields at Stoy, Illinois, to Whiting, Ind., and estimated cost of same.

From—	Year ending June 30th, 1906.	Year ending June 30th, 1907.
Stoy, Ill.	373	4,513

Increase from Stoy in the year ending June 30th, 1907, 4,140 cars; rate 9c. and estimated freight charge per car of $40.00, amount to $165,600.00.

DEFENDANTS' EXHIBIT 177.

Statement showing a comparison of the cost of transportation to the American Oil Works on its barrel shipments to various Vermont points, as testified to by Mr. Westgate, with the cost to the Standard in reaching the same points.

[Sheet 1.]

Destination.	Date of Am. O. Co. shipments.	Cost to Am. O. Co.	Cost to S. O. Co. to reach same points from Olean.	
			L. C. L.	C. L.
Ludlow	11/20/00	39. 4c. e	41c.	32c. f
"	3/18/01	33c.	41c.	.....
"	1/ 2/03	33c.	41c.	.....
"	3/30/03	33c.	41c.	.....
Enosburg Falls	1/14/01	38c. e	39. 8c.	21.8c. e
" "	9/11/01	43c. e	39. 8c.	.....
" "	10/ 1/04	40. 5c.	39. 8c	.....
Jonesville	10/15/00	45c. e	35. 8c.	(g)
Brandon	12/10/00	39. 4c. e	37c.	22c. f
Chester	12/11/00	39. 4c. e	35. 7c.	(g)
"	9/24/00	33c.	35. 7c.	(g)
"	8/.6/01	33c.	35. 7c.	(g)
"	4/10/02	33c.	35. 7c.	(g)
"	12/26/02	33c.	35. 7c.	(g)
Highgate	10/25/00	33c.	43. 8c. a	(g)
East Highgate	11/ 6/02	40. 5c.	42. 8c. a	(g)
" "	11/10/03	40. 5c.	42. 8c. a	(g)
Sheldon	9/13/00	33c.	41. 8c. d	(g)
"	10/12/01	40. 5c.	41. 8c. d	(g)
Newport	10/11/00	33c.	63. 8c. b	46.8c. b
"	10/10/00	33c.	63. 8c. b	46.8c. b
"	2/18/01	33c.	63. 8c. b	46.8c. b
"	1/18/04	40. 5c.	63. 8c. b	46.8c. b
St. Johnsbury	11/ 5/00	33c.	50. 8c. b	31.8c. b
"	1/ 4/01	33c.	50. 8c. b	31.8c. b
"	1/ 4/01	33c.	50. 8c. b	31.8c. b
"	1/16/01	33c.	50. 8c. b	31.8c. b
"	2/21/01	33c.	50. 8c. b	31.8c. b
"	3/18/01	33c.	50. 8c. b	31.8c. b
"	11/ 1/01	40. 5c.	50. 8c. b	31.8c. b
"	12/19/01	40. 5c.	50. 8c. b	31.8c. b
"	12/31/01	40. 5c.	50. 8c. b	31.8c. b
"	8/.6/02	40. 5c.	50. 8c. b	31.8c. b
"	12/ 8/02	35. 5c.	50. 8c. b	31.8c. b
"	4/24/03	33c.	50. 8c. b	31.8c. b
Derby Line	5/14/02	40. 5c.	66. 8c. b	(g)
" "	9/18/00	33c.	66. 8c. b	(g)
" "	10/19/00	33c.	66. 8c. b	(g)
" "	12/28/00	33c.	66. 8c. b	(g)
" "	1/17/01	33c.	66. 8c. b	(g)
" "	3/11/01	33c.	66. 8c. b	(g)
" "	8/31/01	40. 5c.	66. 8c. b	(g)

DEFENDANTS' EXHIBIT 177—SHEET 1 CORRECTED.

Statement showing a comparison of the cost of transportation to the American Oil Works on its barrel shipments to various Vermont points, as testified to by Mr. Westgate, with the cost to the Standard in reaching the same points.

Destination.	Date of Am. O. Co. shipments.	Cost to Am. O. Co.	Cost to S. O. Co. to reach same points from Olean. [a]	
			L. C. L.	C. L.
Ludlow	11/20/00	39. 4c. [c]	40. 7c.	31c. [f]
"	3/18/01	33c.	40. 7c.	
"	1/ 2/03	33c.	40. 7c.	
"	3/30/03	33c.	40. 7c.	
Roxbury Falls	1/14/01	38c. [c]	39. 8c.	21. 9c. [e]
" "	9/11/01	43c. [c]	39. 8c.	
" "	10/ 1/04	40. 5c.	39. 8c.	
Jonesville	10/15/00	45c. [c]	35. 8c.	([g])
Brandon	12/10/00	39. 4c. [c]	36. 7c.	27c. [f]
Chester	12/11/00	39. 4c. [c]	36c.	([g])
"	9/24/00	33c.	36c.	([g])
"	8/16/01	33c.	36c.	([g])
"	4/10/02	33c.	36c.	([g])
"	12/26/02	33c.	36c.	([g])
"	10/25/00	33c.	43. 8c. [a]	([g])
Highgate	11/ 6/02	40. 5c.	42. 8c. [a]	([g])
East Highgate	11/10/03	40. 5c.	42. 8c. [a]	([g])
" "	9/13/00	33c.	41. 8c. [d]	([g])
Sheldon	10/12/01	40. 5c. [c]	41. 8c. [d]	([g])
"	10/11/00	33c.	63. 8c. [b]	46. 8c. [b]
Newport	10/10/00	33c.	63. 8c. [b]	46. 8c. [b]
"	2/18/01	33c.	63. 8c. [b]	46. 8c. [b]
"	1/18/04	40. 5c.	63. 8c. [b]	46. 8c. [b]
St. Johnsbury	11/ 5/00	33c.	50. 8c. [b]	31. 8c. [b]
"	1/ 4/01	33c.	50. 8c. [b]	31. 8c. [b]
"	1/ 4/01	33c.	50. 8c. [b]	31. 8c. [b]
"	1/16/01	33c.	50. 8c. [b]	31. 8c. [b]
"	2/21/01	33c.	50. 8c. [b]	31. 8c. [b]
"	3/18/01	33c.	50. 8c. [b]	31. 8c. [b]
"	11/ 1/01	40. 5c.	50. 8c. [b]	31. 8c. [b]
"	12/19/01	40. 5c.	50. 8c. [b]	31. 8c. [b]
"	12/31/01	40. 5c.	50. 8c. [b]	31. 8c. [b]
"	8/16/02	40. 5c.	50. 8c. [b]	31. 8c. [b]
"	12/ 8/02	35. 5c.	50. 8c. [b]	31. 8c. [b]
"	4/24/03	33c.	50. 8c. [b]	31. 8c. [b]
Derby Line	5/14/02	40. 5c.	66. 8c. [b]	([g])
" "	9/18/00	33c.	66. 8c. [b]	([g])
" "	10/19/00	33c.	66. 8c. [b]	([g])
" "	12/28/00	33c.	66. 8c. [b]	([g])
" "	1/17/01	33c.	66. 8c. [b]	([g])
" "	3/11/01	33c.	66. 8c. [b]	([g])
" "	8/31/01	40. 5c.	66. 8c. [b]	([g])

[Sheet 2.]

Derby Line		11/ 5/01	40.5c.	66.8c.[b]	(g)
"	"	11/ 6/01	40.5c.	66.8c.[b]	(g)
"	"	12/23/01	40.5c.	66.8c.[b]	(g)
"	"	2/17/02	40.5c.	66.8c.[b]	(g)
"	"	8/ 9/02	40.5c.	66.8c.[b]	(g)
"	"	10/14/02	40.5c.	66.8c.[b]	(g)
"	"	1/16/04	40.5c.	66.8c.[b]	(g)

[a] The rates to Highgate and East Highgate are made of those used by the Standard out of Burlington, of 20c. and 19c., respectively, and are shown in Government Exhibit 660-D, plus the cost of transportation to Burlington and cost of distribution.

[b] Newport, St. Johnsbury, and Derby Line are not shown in the tables. (Defendant's exhibits 122 and 123.)

The rates from Burlington to Newport, as shown by the Rutland R. R. tariff I. C. C. 456, effective Aug. 10th, 1897, were C. L. 31c. and L. C. L. 40c., making the total cost from Olean in L. C. L. lots 63.8c.; and even on C. L. shipments in tank cars the cost would have been 46.8c.

The rate from Burlington to St. Johnsbury was C. L. 16c. and L. C. L. 27c., as shown in petitioner's Exhibit 660-D, making the total cost from Olean, distributed in L. C. L. lots, 50.8c., and on through consignments in tank cars 31.8c.

The lowest available rate from Burlington to Derby Line was a through rate in force over the Central Vermont Railway in connection with the B & M. Central Vermont I. C. C. 1, effective June 1st, 1897, C. L. 34c., L. C. L. 43c., making the cost from Olean, distributed in L. C. L. lots, 66.8c., or even on C. L. shipments in tank cars on through consignments 49.8c.

[c] The rate on the American Oil Works shipment to Ludlow on Nov. 20th, 1900, was made up of 5c. and 6.4c. and is marked "part prepaid." 6.4c. is the D. A. V. & P. percentage of the Boston rate, arrived at by deducting 1c. from the total rate and taking 20% of the remainder. Percentage of D. A. V. & P. as shown by waybill with freight bill attached to Highgate shipment of October 25, 1900.

The shipment to Brandon of Dec. 10, 1900, likewise paid rate of 33c. and 6.4c., going by way of Rutland.

The shipment to Chester of Dec. 11th, 1900, likewise paid the same rates going by way of Rutland.

The shipment to Jonesville of Oct. 15th, 1900, paid a rate of 33c. to Burlington and of 12c. from Burlington to Jonesville.

The shipments to Enosburg Falls of Jan. 14th, 1901, and Sept. 11th, 1901, paid rate of 33c. to Sheldon Jct. and Rouses Point, and 5c. and 10c., respectively, from those points to destination.

[d] The rate to Sheldon out of Burlington was 18c. as shown in Government Exhibit 660-D.

[e] The C. L. rate to Enosburg Falls is the rate to Burlington, as shown on defendant's Exhibit 120, plus the rate of $35 per car, shown on page 144 of the petition; per cwt. rate at estimated weight of 57,000 lbs. per car.

[f] C. L. rates as shown in Rutland R. R. tariff, I. C. C. 421, effective December 10th, 1900, plus the rate Olean to Rutland, as shown in defendant's Exhibit 120.

[g] The Standard made no C. L. shipments to this point.

[h] Except as otherwise stated, the cost to the Standard Oil Company as here shown is the same as appears in the tables, defendant's Exhibits 122 and 123.

PETITIONER'S EXHIBIT 178—PAGE 1.

List of shipments by the American Oil Works from Titusville, Pa., as shown by freight bills produced by Mr. T. B. Westgate for which there was an undercharge.

POINTS ON RUTLAND RAILROAD.

Date of shipment.	Destination.	Rate paid.	Correct rate via route shipment moved.	Undercharge.	Route shipment moved.	Authority for rate via shipment moved.
Nov. 11, 1902	Altona, N. Y.	33	48½	15½	Red Line	26½c. Titusville, Pa., to Norwood, N. Y., D. A. V. & P., I. C. C. 374, effective Mch. 27, 1902, and 22c. from Norwood, N. Y., to Altona, N. Y., Rutland R. R., I. C. C. 421, effective Dec. 10, 1900.
Dec. 10, 1900	Brandon, Vt.	39. 4	43	3. 6	Erie Despatch	10c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900, and 33c. from Falconer Jct., N. Y., to Brandon, Vt., Erie R. R. tariff, I. C. C. A-1362, effective October 8, 1900.
Dec. 11, 1900	Chester, Vt.	39. 4	43	3. 6	"	10c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900, and 33c. from Falconer Jct., N. Y., to Chester, Vt., Erie R. R. tariff, I. C. C. A-1362, effective October 8, 1900.
Sept. 24, 1900	"	33	43	10	"	10c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900, and 33c. from Falconer Jct., N. Y., to Chester, Vt., Erie R. R., I. C. C. A-1075, effective Sept. 1, 1899.
Aug. 16, 1901	"	33	43	10	"	10c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900, and 33c. from Falconer Jct., N. Y., to Chester, Vt., Erie R. R., I. C. C. A-1362, effective October 8, 1900.
Apl. 10, 1902	"	33	41	8	"	8c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 363, effective Jan. 18, 1902, and 33c. from Falconer Jct., N. Y., to Chester, Vt., Erie R. R., I. C. C. A-1362, effective October 8, 1900.
Dec. 26, 1902	"	33	41	8	"	" " " " " " " " " "
Aug. 19, 1901	Ellensburgh Depot, N. Y.	33	40½	7½	Red Line	26½c. Titusville, Pa., to Malone, N. Y., D. A. V. & P., Interstate Tariff 489, effective July 2, 1892, and 14c. from Malone, N. Y., to Ellensburgh Depot, N. Y., Rutland R. R., I. C. C. 421, effective December 10, 1900.
Oct. 12, 1902	"	33	46½	13½	"	26½c. Titusville, Pa., to Norwood, N. Y., D. A. V. & P., I. C. C. 374, effective March 27 1902, and 20c. from Norwood, N. Y., to Ellensburgh Depot, N. Y., Rutland R. R., I. C. C. 421, effective December 10, 1900.
Nov. 20, 1900	Ludlow, Vt.	39. 4	43	3. 6	Erie Despatch	10c Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900, and 33c. from Falconer Jct., N. Y., to Ludlow, Vt., Erie R. R. tariff, I. C. C., A-1362, effective October 8, 1900.
Mch. 18, 1901	"	33	43	10	"	" " " " " " " " " "
Jan. 2, 1903	"	33	40½	7½	D. A. V. & P.—D. L. & W.	8c. Titusville, Pa., to Buffalo, N. Y., D. A. V. & P., I. C. C. 363, effective Jan. 8, 1902, and 18½c. from Buffalo, N. Y., to Rutland, Vt., D. L. & W., I. C. C. 3246, effective Oct. 10, 1892, and 14c. from Rutland, Vt., to Ludlow, Vt., Rutland R. R., I. C. C. 421, effective Dec. 10, 1900.

Mch. 30, 1903	"	33	41	8	Erie Despatch	8c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 363, effective Jan. 15, 1902, and 33c. from Falconer Jct., N. Y., to Ludlow, Vt., Erie R. R., I. C. C. A-1362, effective October 8, 1900.
Jan. 10, 1901	Rouses Point, N. Y.	33	45½	12½	Red Line	26½c. Titusville, Pa., to Malone, N. Y., D. A.V. & P., Interstate Tariff 460, effective July 2, 1892, and 19c. from Malone, N. Y., to Rouses Point, N. Y., Rutland R. R., I. C. C. 421, effective December 10, 1900.

DEFENDANTS' EXHIBIT 178—PAGE 2.

List of shipments made by the American Oil Works from Titusville, Pa., as shown by freight bills produced by Mr. T. B. Westgate, for which there was either an overcharge or an undercharge.

Date of shipment.	Destination.	Rate paid.	Correct rate via route shipment moved.	Undercharge.	Overcharge.	Route shipment moved.	Authority for rate via route shipment moved.
Oct. 12, 1901	Sheldon, Vt.	40½	31½	.....	9	Red Line	15½c. Titusville, Pa., to Troy, N. Y., D. A. V. & P. Tariff I. C. C. 335, effective March 19, 1901, and 16c. from Troy, N. Y., to Sheldon, Vt., B. & M. Tariff, I. C. C. 2200, effective May 1, 1901.
Sept. 13, 1900	"	40½	38½	.....	2	"	23½c. Titusville, Pa., to Windsor, Vt., D. A. V. & P. Joint Tariff 630, effective Jan. 2, 1896, and 15c. from Windsor, Vt., to Sheldon, Vt., B. & M. Tariff, I. C. C. 400, effective Jan. 1, 1897.
Nov. 5, 1900	St. Johnsbury, Vt.	33	35½	2½	.....	"	23½c. Titusville, Pa., to Windsor, Vt., D. A. V. & P. Joint Tariff 630, effective Jan. 2, 1896, and 12c. from Windsor, Vt., to St. Johnsbury, Vt., B. & M. Tariff, I. C. C. 400, effective Jan. 1, 1897.
Jan. 4, 1901	"	33	35½	2½	.....	"	" " " " " " " "
Jan. 4, 1901	"	33	35½	2½	.....	"	" " " " " " " "
Jan. 16, 1901	"	33	35½	2½	.....	"	" " " " " " " "
Feb. 21, 1901	"	33	35½	2½	.....	"	" " " " " " " "
Mch. 18, 1901	"	33	35½	2½	.....	"	" " " " " " " "
Nov. 1, 1901	"	40½	32½	.....	8	"	15½c. Titusville, Pa., to Troy, N. Y., D. A. V. & P. Tariff, I. C. C. 335, effective March 19, 1901, and 17c. from Troy, N. Y., to St. Johnsbury, Vt., B. & M. Tariff, I. C. C. 2200, effective May 1, 1901.
Dec. 19, 1901	"	40½	32½	.....	8	"	" " " " " " " "
Dec. 31, 1901	"	40½	32½	.....	8	"	" " " " " " " "
Aug. 16, 1902	"	40½	35½	.....	5	"	35½c. through, D. A. V. & P. Tariff, I. C. C. 374, effective March 27, 1902.
Apr. 24, 1903	"	33	35½	2½	.....	"	" " " " " " " "
POINTS ON CENTRAL VERMONT RAILWAY.							
Jan. 14, 1901	Enosburg Falls, Vt.	38	51	13	.....	Red Line to Sheldon Jct.	10c. Titusville, Pa., to Buffalo, N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900; 33c. Buffalo, N. Y., to Sheldon Jct., Vt., N. Y. C. & H. R. R., I. C. C. 2067, effective Sept. 24, 1900; 8c. Sheldon Jct., Vt., to Enosburg Falls, Vt., Central Vermont Ry. Local Tariff G. F. D. 1, filed with I. C. C. under #I. C. C., A-1107, Oct. 28, 1903, Supplement 3.
Oct. 1, 1904	"	40½	47½	7	.....	"	39½c. Titusville, Pa., to Sheldon Jct., Vt., D. A. V. & P., I. C. C. 407, effective Dec. 28, 1903; 8c. Sheldon Jct., Vt., to Enosburg Falls, Vt., Central Vermont Ry. Local Tariff G. F. D. 1, filed with I. C. C. under #I. C. C., A-1107, Oct. 28, 1903, Supplement 3.
Oct. 15, 1900	Jonesville, Vt.	45	55	10	.....	Erie Despatch to Burlington.	10c. Titusville, Pa., to Falconer Jct., N. Y., D. A. V. & P., I. C. C. 298, effective Jan. 16, 1900; 33c. Falconer Jct., N. Y., to Burlington, Vt., Erie R. R., I. C. C. A-1362, effective October 8, 1900, 12c. Burlington, Vt., to Jonesville, Vt., Central Vermont Ry. Tariff #15, effective March 26, 1888.

List of shipments made by the American Oil Works from Titusville, Pa., as shown by freight bills produced by Mr. T. B. Westgate, for which there was either an overcharge or an undercharge.

POINTS ON BOSTON & MAINE RAILROAD.

Date of shipment.	Destination.	Rate paid.	Correct rate via route shipment moved.	Undercharge.	Overcharge.	Route shipment moved.	Authority for rate via route shipment moved.
Sept. 18, 1900	Derby Line, Vt.	33	38½	5½	.....	Red Line.	23½c. Titusville, Pa., to Windsor, Vt., D. A. V. & P. joint tariff 630, effective Jan. 2, 1896, and 15c. from Windsor, Vt., to Derby Line, Vt., B. & M. tariff I. C. C. 400, effective Jan. 1, 1897.
Oct. 19, 1900	"	33	38½	5½	.....	"	" " " "
Dec. 28, 1900	"	33	38½	5½	.....	"	" " " "
Jan. 17, 1901	"	33	38½	5½	.....	"	" " " "
Mch. 11, 1901	"	33	38½	5½	.....	"	" " " "
Aug. 31, 1901	"	40½	32½	.....	8	"	15½c. Titusville, Pa., to Troy, N. Y., D. A. V. & P., I. C. C. 335, effective Mch. 19, 1901, and 17c. from Troy, N. Y., to Derby Line, Vt., B. & M. tariff, I. C. C. 2200, effective May 1, 1901.
Nov. 5, 1901	"	40½	32½	.....	8	"	" " " "
Nov. 6, 1901	"	40½	32½	.....	8	"	" " " "
Dec. 23, 1901	"	40½	32½	.....	8	"	" " " "
Feb. 17, 1902	"	40½	32½	.....	8	"	" " " "
May 14, 1902	"	40½	38½	.....	2	"	38½c. through, D. A. V. & P. tariff, I. C. C. 374, effective March 27, 1902.
Aug. 9, 1902	"	40½	38½	.....	2	"	" " " "
Oct. 14, 1902	"	40½	38½	.....	2	"	" " " "
Jan. 6, 1904	"	40½	39½	.....	1	"	39½c. through, D. A. V. & P. tariff, I. C. C. 407, effective December 28, 1903.
Nov. 6, 1902	E. Highgate, Vt.	40½	39½	.....	1	"	39½c. through, D. A. V. & P. tariff, I. C. C. 374, effective March 27, 1902.
Nov. 10, 1903	"	40½	39½	.....	1	"	" " " "
Oct. 25, 1900	Highgate, Vt.	33	39½	6½	.....	"	23½c. Titusville, Pa., to Windsor, Vt., D. A. V. & P joint tariff No. 630, effective Jan. 2, 1896; and 16c. from Windsor, Vt., to Highgate, Vt., B. & M tariff, I. C. C. 400, effective Jan. 1, 1897.
Oct. 11, 1900	Newport, Vt.	33	38½	5½	.....	"	23½c. Titusville, Pa., to Windsor, Vt., D. A. V. & P. joint tariff No. 630, effective Jan. 2, 1896, and 15c. from Windsor, Vt., to Newport, Vt., B. & M. tariff, I. C. C. 400, effective Jan. 1, 1897.
Oct. 10, 1900	"	33	38½	5½	.....	"	" " " "
Feb. 18, 1901	"	33	38½	5½	.....	"	" " " "
Jan. 18, 1904	"	40½	39½	.....	1	"	39½c. through, D. A. V. & P. tariff, I. C. C. 407, effective Dec. 28, 1903.

DEFENDANTS' EXHIBIT 178—PAGE 4.

List of shipments made by the American Oil Works from Titusville, Pa., as shown by freight bills produced by Mr. T. B. Westgate, showing rate paid, correct rate via route used, and lawful rate which was available via route other than that used by the American Oil Works.

POINTS ON BOSTON AND MAINE RAILROAD.

Date of shipment.	Destination.	Rate paid.	Correct rate via route shipment moved.	Rate available.	Route available.	Authority for rate via available route.
Nov. 6, 1902	E. Highgate, Vt.....	40½	39½	31½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	15½c. Titusville, Pa., to Troy, N. Y., P. R. R. tariff, I. C. C. 71, effective Dec. 26, 1895, and 16c. from Troy, N. Y., to E. Highgate, Vt., B. & M., I. C. C. 2200, effective May 1, 1901.
Oct. 11, 1903	"	40½	39½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	15½c. Titusville, Pa., to Troy, N. Y., P. R. R. tariff, I. C. C. 71, effective Dec. 26, 1895, and 17c. from Troy, N. Y., to E. Highgate, Vt., B. & M., I. C. C. 2200, effective May 1, 1901.
May 14, 1902	Derby Line, Vt.....	40½	38½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	15½c. Titusville, Pa., to Troy, N. Y., P. R. R. tariff, I. C. C. 71, effective Dec. 26, 1895, and 17c. from Troy, N. Y., to Derby Line, Vt., B. & M., I. C. C. 2200, effective May 1, 1901.
Aug. 9, 1902	"	40½	38½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	" " " "
Oct. 14, 1902	"	40½	38½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	" " " "
Jan. 6, 1904	"	40½	39½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	" " " "
Jan. 18, 1904	Newport, Vt.....	40½	39½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	15½c. Titusville, Pa., to Troy, N. Y., P. R. R. tariff, I. C. C. 71, effective Dec. 26, 1895, and 17c. from Troy N. Y., to Newport, Vt., B. & M., I. C. C. 2200, effective May 1, 1901.
Aug. 16, 1902	St. Johnsbury, Vt.....	40½	35½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	15½c. Titusville, Pa., to Troy, N. Y., P. R. R. tariff, I. C. C. 71, effective Dec. 26, 1895, and 17c. from Troy, N. Y., to St. Johnsbury, Vt., B. & M., I. C. C. 2200, effective May 1, 1901.
Apr. 24, 1903	"	33	35½	32½	P. R. R.-W. S.-Troy, N. Y.-Boston & Maine R. R.	" " " "

POINTS ON CENTRAL VERMONT RAILWAY.

Oct. 15, 1900	Jonesville.....	45	55	50½	P. R. R.-W. S.-B. & M.-Windsor-Central Vermont Ry.	23½c. Titusville, Pa., to Windsor, Vt., P. R. R., I. C. C. 71, effective Dec. 26, 1895, and 27c. from Windsor, Vt., to Jonesville, Vt., Central Vt. tariff No. 15, effective Mch. 26, 1888.

DEFENDANTS' EXHIBIT 178—PAGE 5.

List of shipments made by the American Oil Works from Titusville, Pa., as shown by freight bills produced by Mr. T. B. Westgate, showing rate paid, correct rate via route used, and lawful rate which was available via route other than that used by the American Oil Works.

POINTS ON RUTLAND RAILROAD.

Date of shipment.	Destination.	Rate paid.	Correct rate via route shipment moved.	Rate available.	Route available.	Authority for rate via available route.
Dec. 11, 1900	Chester, Vt.	39.4	43	37½	D. A. V. & P.-Buffalo, N. Y.-D. L. & W.-D. & H.-B. & M.-Bellows Falls, Vt.-Rutland R. R.	10 c., Titusville, Pa., to Buffalo, N. Y., D. A. V. & P., I. C. C., 298, effective Jan. 16, 1900; 18½ c. from Buffalo, N. Y., to Bellows Falls, Vt., D. L. & W. joint tariff No. 51, I. C. C., 3246, effective Oct. 10, 1892, and 9 c. from Bellows Falls, Vt., to Chester, Vt., Rutland R. R., I. C. C., 421, effective Dec. 10, 1900.
Aug. 16, 1901	"	33	43	37½	D. A. V. & P.-Buffalo, N. Y.-D. L. & W.-D. & H.-B. & M.-Bellows Falls, Vt.-Rutland, R. R.	" " " "
Apr. 10, 1902	"	33	41	35½	D. A. V. & P.-Buffalo, N. Y.-D. L. & W.-D. & H.-B. & M.-Bellows Falls, Vt.-Rutland, R. R.	8 c., Titusville, Pa., to Buffalo, N. Y., D. A. V. & P., I. C. C., 363, effective Jan. 8, 1902; 18½ c. from Buffalo, N. Y., to Bellows Falls, Vt., D. L. & W. joint tariff No. 51, I. C. C., 3246, effective Oct. 10, 1892, and 9 c. from Bellows Falls, Vt., to Chester, Vt., Rutland R. R., I. C. C., 421, effective Dec. 10, 1900.
Dec. 26, 1902	"	33	41	35½	D. A. V. & P.-Buffalo, N. Y.-D. L. & W.-D. & H.-B. & M.-Bellows Falls, Vt.-Rutland R. R.	" " " "
Mch. 18, 1901	Ludlow, Vt.	33	43	42½	D. A. V. & P.-Buffalo, N. Y.-D. L. & W.-D. & H.-B. & M.-Bellows Falls, Vt.-Rutland R. R.	10 c., Titusville, Pa., to Buffalo, N. Y., D. A. V. & P., I. C. C., 298, effective Jan. 16, 1900; 18½ c. from Buffalo, N. Y., to Bellows Falls, Vt., D. L. & W. joint tariff No. 51, I. C. C., 3246, effective Oct. 10, 1892, and 14 c. from Bellows Falls, Vt., to Ludlow, Vt., Rutland R. R., I. C. C., 421, effective Dec. 10, 1900.
Mch. 30, 1903	"	33	41	40½	D. A. V. & P.-Buffalo, N. Y.-D. L. & W.-D. & H.-B. & M.-Bellows Falls, Vt.-Rutland R. R.	8 c., Titusville, Pa., to Buffalo, N. Y., D. A. V. & P., I. C. C., 363, effective Jan. 8, 1902; 18½ c. from Buffalo, N. Y., to Bellows Falls, Vt., D. L. & W. joint tariff No. 51, I. C. C., 3246, effective Oct. 10, 1892, and 14 c. from Bellows Falls, Vt., to Ludlow, Vt., Rutland R. R., I. C. C., 421, effective Dec. 10, 1900.

DEFENDANTS' EXHIBIT 179.

CHICAGO & EASTERN ILLINOIS RAILROAD.

Freight Department

DIVISION SHEET

To be used in connection with

G. F. D. No. 10084.

JOINT TARIFF ON OIL, C. L.

From

DOLTON, ILL.

To

GRAND JUNCTION, TENN.

Shipments of oil from Whiting, Ind., covered by above-described tariff will be waybilled to Evansville at 47.9% of the through rate, first deducting $3.00 per car C. & C. T. switching and ½ cent per 100 lbs. Illinois Central transfer at Evansville:

Example.

		Freight.	Charges.	Total.
DOLTON TO EVANSVILLE.				
Oil	40,000	$22.51	$3.00	$25.51
DIVISIONS.				
Through to Grand Junction		$ .13		$2.13
Less C. & C. T. switching			$3.00	
Less Evansville transfer (½¢)			2.00	5.00
To divide				$47.64
To Evansville, 47.9%			$22.51	
South, 52.1%		$24.49		
Plus transfer		2.00	26.49	
			$49.00	
Back charges			3.00	
			$52.00	

CHICAGO, *September 10, 1897.*

This issue is strictly private; it must not not be posted or shown to other than employees of the companies directly interested.

WM. CAMPBELL, *Gen'l Frt. Agt.* S. J. COOKE, *Ass't Gen'l Frt. Agt.* H. H. RHODES, *Ass't Gen'l Frt. Agt.*

Chicago, Ill.

Form 344.

DEFENDANTS' EXHIBIT 180.

Oil rates in cents per hundred pounds based on combination of locals on E. St. Louis, and through rates based on fifth class differential.

From—	To Texas common points.	
	Combination of locals.	Through rate based on 5th class differential.
E. St. Louis	55	.....
Whiting	61	62
Toledo	72	71
Cleveland	74½	71
Pittsburg	79½	74

The authorities for the above combination of locals are:

Southwestern Tariff Committee No. 1-V, I. C. C. 351, effective May 16th, 1904, naming rates from E. St. Louis and from points east thereof on the combination of locals via E. St. Louis.

Rates to E. St. Louis from Toledo, Cleveland and Pittsburg, Penna. Co. tariffs I. C. C. D-192 from Toledo, effective January 1st, 1900; I. C. C. C-497 from Cleveland, effective January 2nd, 1900, and P. C. C. & St. L. Ry. I. C. C. M-547 from Pittsburg, Pa., effective October 27th, 1903.

DEFENDANTS' EXHIBIT 181.

Table showing the fifth class differentials that the points mentioned take over East St. Louis on shipments to Texas common points and the rate per ton per mile of such differentials.

To East St. Louis from—	Distance.	Class differential.	Rate per ton per mile.
Chicago	281	7	.41
Toledo	433	16	.74
Cleveland	522	16	.63
Pittsburg	613	19	.62

DEFENDANTS' EXHIBIT 182.

Comparative table of rates from Pittsburgh and from Chicago to destinations shown that are less per ton per mile for the shorter than for the longer haul.

	Rate for longer haul.	Rate for shorter haul.	Rate per ton per mile for longer haul.	Rate per ton per mile for shorter haul.	Destination.
Asphalt	16½c. A	6 c. B	.54 E	.43 F	East St. Louis.
Brick, building	18½c. A	5 c. B	.60 E	.35 F	East St. Louis.
Coal tar	16½c. A	6½c. B	.54 E	.46 F	East St. Louis.
Glucose	22½c. A	6 c. B	.73 E	.43 F	East St. Louis.
Lumber	18½c. A	8 c. B	.60 E	.57 F	East St. Louis.
Malt	18½c. A	7 c. B	.60 E	.50 F	East St. Louis.
Cotton & linseed oil	22½c. A	8 c. B	.73 B	.57 F	East St. Louis.
Earth paint	18½c. A	6½c. B	.60 E	.46 F	East St. Louis.
Rosin	18½c. A	6½c. B	.60 E	.46 F	East St. Louis.
Starch	22½c. A	8 c. B	.73 E	.57 F	East St. Louis.
Dried peas, in bulk	18½c. A	8 c. B	.60 E	.57 F	East St. Louis.
Beans	22½c. A	8 c. B	.73 E	.57 F	East St. Louis.
Syrup and sugar	22½c. A	9 c. B	.73 E	.64 F	East St. Louis.
Vinegar	22½c. A	9 c. B	.73 E	.64 F	East St. Louis.
Articles of iron and steel manufacture	18½c. D	24c. C	.67 G	.59 H	Milwaukee.
"	20½ A	8 B	.67 E	.57 F	East St. Louis.

Authorities.

A. P. C. C & St. L. tariff, I. C. C. A-126, effective Feby. 10, 1905, P. C. C. & St. L. Ry., I. C. C., G. F. O. 95, effective January 21, 1905.
B. Chicago & St. Louis Traffic Ass'n tariff I. C. C. 25, effective Sept. 10, 1906.
C. C. & N. W., I. C. C. 5975, effective August 26, 1906.
D. Pennsylvania Company, I. C. C., G. F. O. 38, effective March 23, 1903.
E. Pittsburgh-East St. Louis Mileage 613.
F. Chicago-East St. Louis " 281.
G. Pittsburgh-Milwaukee " 548.
H. Chicago-Milwaukee " 85.

Chicago–East St. Louis tariff provides for 8c. rate on the following articles: Iron, bar, band, boiler, rod, enameling plate, sheet, bridge, angle-beams, channels, columns, rods, bolts, zees, tees, plates, iron pipe, couplings and connections; also long list of railroad iron.

DEFENDANTS' EXHIBIT 183.

Statement of carload shipments from eastern refining points to the Pacific coast.

	1902.	1903.	1904.	1905.	Total.
Pittsburg and Franklin	211	186	192	170	739
Whiting[a]	126	101	250	284	761
	337	287	442	454	1,520

[a] Shipments shown from Whiting consisted of oil produced by the Pennsylvania refineries and shipped to Whiting and there unloaded in order to have goods nearer the market at certain seasons, and then re-shipped, such shipments paying the sum of the locals from Pennsylvania point of shipment to Whiting and from Whiting to the Pacific coast.

DEFENDANTS' EXHIBIT 184.

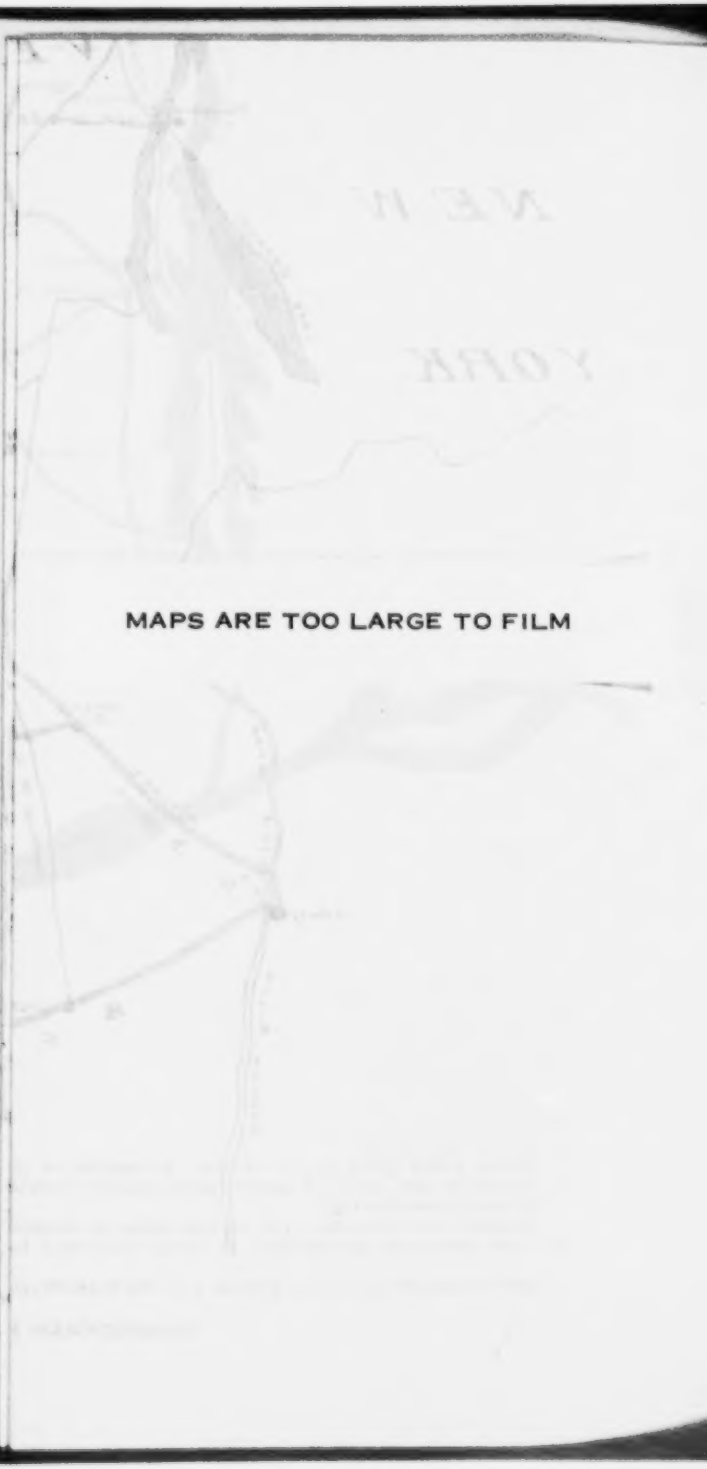
Statement of commodities other than oil on which the railroads did not make through rates to Pacific coast terminals, but charged from eastern points the sum of the locals to and from Chicago.

Flake malt	80c.
Coke	60c.
Malt	65c.
Rags	75c.
Empty drums returned	50c.

Transcontinental Freight Bureau Tariff 1–C, effective June 28, 1908, prior and subsequent issues.

Defendants' Exhibit 185 is map showing various railroads from Chicago to several points in the Mississippi Valley.

Defendants' Exhibit 186 is a map correcting Petitioners' Exhibit 672, and showing the territory actually open to prorate.


MAPS ARE TOO LARGE TO FILM

DEFENDANTS' EXHIBIT 187.

26 BROADWAY,
New York, Feb. 3rd, 1905.

In replying please refer to subject below.

DEAR SIR: On Feb. 7th, '03, your attention was directed, by this Department to the fact that we are working under the most positive instructions against violations of the Interstate Commerce Law. Your attention is again called to this matter. No one in the employ of the company is allowed to accept railroad rebates, in any form, on any business. These instructions apply not only to oil but to material of all kinds used by the company.

I am instructed to again advise you to do nothing that will draw you into conflict with the law.

Please acknowledge receipt.

Yours, truly,

DEFENDANTS' EXHIBIT 188.

NEW YORK, *August 24th, 1906.*

DEAR SIR: Herewith another copy of a pamphlet containing the interstate commerce law as amended, effective August 28, 1906.

This is sent you as a reminder that the interstate commerce law, as effective on that date, must be obeyed.

A failure to do so will surely be followed by very unpleasant results, as both fines and imprisonment may be imposed at the discretion of the courts.

All of your relations with the railroads must be based on published tariffs. This applies to rates, weights, storage, demurrage, switching, and the various other matters making up the sum total of railroad transactions. *Tariff rates, class* or *commodity, from point of shipment to final destination,* when such through tariffs are in force, *must be used* to the absolute exclusion of any other plan.

Under no circumstances insert weights or rates in a railroad freight receipt or bill of lading. Such matters must be left entirely to the railroads. If the railroads present bills for payment of freight charges at rates which do not agree with those in your office, do not, under any circumstances, change or alter in any way the railroad vouchers, but ask for an explanation of the discrepancy; if it is found the railroad bills are correct pay them; if wrong, have the railroad people themselves make the proper corrections.

The above also applies to State business.

This office will be careful to quote you no rates that are not covered by published tariffs, but there are many details surrounding your affairs of which this office is not advised, and for which your own office, to the extent such affairs may possibly conflict with the law, must necessarily be responsible.

Please acknowledge receipt.

Yours, truly,

DEFENDANTS' EXHIBIT 189-A.

ST. LOUIS, *May 1st, 1894.*

(Copy)

Rate St. Louis to Alexandria.

W. O. STITH, G. F. A.,
Mo. Pac. City.

DEAR SIR: Have you anything late with reference to the 16c. rate asked for, St. Louis to New Orleans, on shipments intended for the Southern Pacific road? Also necessary rate of 12c., St. Louis to Alexandria, on business intended for Shreveport, and 15c., St. Louis to Alexandria, on business intended for Cheneyville?

We are to-day writing G. F. A. Sargent, to know if he will apply rates from Alexandria to Cheneyville and Shreveport, that are now in force, New Orleans to these points, so that the sum of the rates asked for from here will not exceed our cost from point of shipment via lines east of the river.

Yours, truly,

A. M. FINLAY,
Vice Pres't.

DEFENDANTS' EXHIBIT 189-B.

A-1. MAY 8TH, 1894.

(Copy)

Rate on Oil, St. Louis to Alexandria.

Mr. A. M. FINLAY,
Waters-Pierce Oil Co., St. Louis.

DEAR SIR: Replying to yours of the 1st, beg to advise that I have nothing from the Southern Pacific or Texas & Pacific with reference to the Louisiana oil rates. This confirms my verbal statement to you of yesterday.

Yours, respectfully,

Dict. W. C. S.

DEFENDANTS' EXHIBIT 189-C.

ST. LOUIS, *May 10th, 1894.*

(Copy.)

Rates, St. Louis to Alexandria.

W. C. STITH, G. F. A.,
Mo. Pac., City.

DEAR SIR: Please put into effect the rates asked for in Vice Pres't Finlay's letter of the 1st inst., namely, 12c. St. Louis to Alexandria on business for Shreveport, and 15c. St. Louis to Alexandria on business for Cheneyville.

Arrangements for forwarding from Alexandria have been completed to our satisfaction.

Yours, truly, H. C. PIERCE, *President.*

DEFENDANTS' EXHIBIT 189-D.

MAY 15th, 1894.

A-1

(Copy)

Rate, St. Louis to Alexandria.

Mr. H. C. PIERCE,
Waters Pierce Oil Co., St. Louis.

DEAR SIR: Referring to yours of May 10th, an earlier reply to which has been unavoidably delayed.

Beg to advise that we are not in a position at present to put in effect the rates from St. Louis to Alexandria on business via Shreveport and Cheneyville to which Mr. Finlay referred in his letter of 1st. The matter is being considered, however, and if we can meet your views as to the figures, will advise you.

Yours, respectfully,

DEFENDANTS' EXHIBIT 189-E.

St. Louis, *May 17th, 1894.*

(Copy.)

Rate, St. Louis to Alexandria.

W. C. Stith, G. F. A.,
Mo. Pac., City.

Dear Sir: Referring to my letter of the 10th and your reply of the 15th inst., I hope you will quickly succeed in arranging to apply the rates, for which we have asked, on our shipments, St. Louis to Alexandria.

As already advised, the Texas & Pacific have given us the desired rates thence, to Shreveport and Cheneyville.

As Vice Pres't Finlay has already advised you, we have been sending very large shipments via the east side of the river and New Orleans, to western Louisiana and eastern Texas, which it seems to me you should be very glad to handle, but which we are debarred from making via your lines and their connections, because of the absence of proper facilities, for which we are now asking.

Yours, truly,

H. C. Pierce, *President.*

DEFENDANTS' EXHIBIT 189-F.

Texas.

May 29th, 1894.

(Copy.)

A-1

Rates to Louisiana points.

Mr. A. M. Finlay,
V. P., *Waters Pierce Oil Co.,*
St. Louis, Mo.

Dear Sir: Your note of 21st I find upon my return to the city. I will have to canvass this matter a little with Mr. Sargent, of the T. & P. road, before I can advise you definitely in the matter.

Yours, respectfully,

Dict. W. C. S.

DEFENDANTS' EXHIBIT 189-G.

(Copy.)

JULY 12th, 1894.

A-1

Rates to points in Louisiana on So. Pac. road.

Mr. A. M. FINLAY,
V. P. Waters-Pierce Oil Co.,
St. Louis, Mo.

DEAR SIR: Referring to the above subject. Have you ever succeeded in obtaining the consent of the Southern Pacific Company to put in effect the same rates from our connection at Alexandria to points in Louisiana as they make from New Orleans, and can you advise whether or not if we tender shipments to them at Alexandria they would receive same and pay our charges?

Yours, respectfully,

DEFENDANTS' EXHIBIT 189-H.

(Copy.)

JULY 13th, 1894.

So. Pac. R'y rates from Alexandria, La., to points in Louisiana.

Mr. W. C. STITH,
G. F. A., Mo. Pac. R'y, St. Louis, Mo.

DEAR SIR: Yours of the 12th received. No; I have not obtained the consent of the Southern Pacific R'y to put in effect the same rates from Alexandria, La., to points in Louisiana as they make us from New Orleans, as I have been waiting to hear from you further before taking the question up with the So. Pac. I will take the question up with them to-day by letter.

Yours, truly, A. M. FINLAY, *Vice-President.*

DEFENDANTS' EXHIBIT 189-I.

(Copy.)

AUGUST 16th, 1894.

Rates to points in Louisiana.

Personal.

W. C. STITH, G. F. A.,
Mo. Pac., City.

DEAR SIR: Referring to your letter of July 12th "A-1" the So. Pac. road have just advised us of their willingness to apply the same rates from Alexandria to points in Louisiana as they have made us from New Orleans to such points; therefore will you please put on the 15c. rate St. Louis to Alexandria on So. Pac. shipments, and shipments to Cheneyville, La. via T. & P. Ry. Also rate of 12c. per cwt. St. Louis to Alexandria on shipments for Shreveport, La.

Please advise action taken, that we may advise the So. Pac. of our acceptance of their offer, that they may issue to cover.

Yours, truly,

A. M. FINLAY, *Vice-Pres't.*

DEFENDANTS' EXHIBIT 189-J.

(Copy.)

SEPT. 18th, 1894.

Rates to Louisiana points.

W. C. STITH, G. F. A.,
Mo. Pac., City.

DEAR SIR: Answer to your letter of August 27th in regard to rates to Louisiana has been delayed on account of my absence from the city.

As advised in our letter of August 16th, the Southern Pacific have advised us of their willingness to apply the same rates from Alexandria to points on their line in Louisiana, as they have made us from New Orleans to such points; and the T. & P. have also expressed their willingness to put in necessary rates, for which we asked, from Alexandria to Cheneyville and Alexandria to Shreveport, which added to the rates we are now asking you to put in from St. Louis to Alexandria, will equal out cost from Whiting to New Orleans.

The rate the So. Pac. have agreed to put in for us from Alexandria to points on their line in Louisiana (which are the same as rates we now have in with them from New Orleans to points on their line in Louisiana), are per tank car and not per cwt., therefore we could not give you the rate per cwt. that would apply from Alexandria; and for the T. & P. rates from Alexandria to Cheneyville and Shreveport they have been named us as strictly local rates, therefore in order to turn the shipments that we are now consigning direct from Whiting via New Orleans to points in Louisiana on the So. Pac. and T. & P., it will be necessary for you to put in the rates asked for, namely:

St. Louis to Alexandria on shipments to So. Pac. points in Louisiana, and to Cheneyville via T. & P. Ry..... 15c. per cwt.
St. Louis to Alexandria on Shreveport business..... 12c. " "

As we are very anxious to start shipments via St. Louis, so as to send all of the business to Louisiana from here, instead of routing the larger portion of it, as we are now doing, from Whiting via New Orleans, will you kindly advise how soon these rates will be put in, that we may issue shipping instructions accordingly?

Yours, truly,

A. M. FINLAY, *Vice-Pres't.*

DEFENDANTS' EXHIBIT 189-K.

A-1.

(Copy.)

SEPTEMBER 28TH, 1894.

Rates to Louisiana points.

Mr. A. M. FINLAY,
V. P., Waters Pierce Oil Co.,
St. Louis.

DEAR SIR:—Your note of the 18th is at hand. The establishment of through rates on oil to points on the So. Pac. and T. & P. roads in Louisiana will have to be a matter of conference between ourselves and the representatives of those lines. As we do not expect to see any representative from those companies before the middle of October, the matter will have to go over until that time.

As stated in our letter of August 27th, our rate adjustment to T. & P. points is such that we cannot well without loss of considerable revenue bill this business for T. & P. points to Alexandria or Texarkana at rates which you propose. If we are able to come to an understanding with the So. Pacific and T. & P. representatives when they are here in October, we will endeavor to make the rates such as will enable you to ship from St. Louis, but until that time we can do nothing with the proposition you submit.

Yours respectfully,

DEFENDANTS' EXHIBIT 189-L.

(Copy.)

SEPT. 29TH, 1894.

Rates to Louisiana points.

W. C. STICH, G. F. A.,
Mo. Pac., City.

DEAR SIR:—Yours of the 28th inst. received. We have no objection to your taking up the matter in the line suggested with the T. & P. people, but if you took it up with the So. Pac. Road it would only mix matters, as our rates with them are on basis of per tank car and not per cwt. from New Orleans.

Why can't you put in the rate that we have advised is necessary, namely, 15c. per cwt. St. Louis to Alexandria on shipments destined to points on the So. Pac. Road other than Cheneyville?

Yours truly,

A. M. FINLAY, *Vice Pres't.*

DEFENDANTS' EXHIBIT 189-M.

A-1.

(Copy.)

OCT. 8TH, 1894.

Rates to Louisiana points.

Mr. A. M. FINLAY,
V. P., Waters Pierce Oil Co.,
St. Louis.

DEAR SIR: Replying to yours of September 29th, which I find upon my return to the city. As stated to you in previous communication, cannot at present establish the rate to Alexandria that you desire. The matter will of necessity have to be subject to further conference with interested lines.

Yours respectfully,

DEFENDANTS' EXHIBIT 190-A.

I. C. C. No. 1744.
(Cancels I. C. C. Nos. 390, 416, 426, 713, 706, and in conflict I. C. C. No. 92.)

4000. Authority No. C-17 395.

THE MISSOURI PACIFIC RAILWAY COMPANY,

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

and

LEASED, OPERATED, AND INDEPENDENT LINES.

ST. LOUIS SOUTHWESTERN RAILWAY.

(Cotton Belt Route.)

and

TEXAS & PACIFIC RAILWAY CO.

Joint Freight Tariff.

T. & P. No. J. B. 2966-H. (Cancels No. J. B. 1357-H.)

St. L. S.-W. No. —Mo. Pac. No. 2863. (Cancels No. 1938 and I. S. Nos. 4580, 4870, 5306, 5572, 5840, 6008, 6036, 6045, 6092-A, 6303, and in conflict Tariffs Nos. 1604 and 2210.)

Naming Rates From

ST. LOUIS, MO., KANSAS CITY, MO., OMAHA NEB., DAVENPORT, IA., MEMPHIS, TENN., LITTLE ROCK, ARK., FT. SMITH, ARK., CHICAGO, ILL., CINCINNATI, O., MILWAUKEE, WIS., DAYTON, O., SOUTH BEND, IND., DETROIT, MICH., CLEVELAND, O., PITTSBURGH, PA., LOUISVILLE, KY., MIDDLEBORO, KY., NASHVILLE, TENN., MACON, GA., RALEIGH, N. C.

And Points in Their Respective Territories,

To

SHREVEPORT, MONROE, ALEXANDRIA, AND BOYCE, LA.

Effective August 10th, 1897.

Subject to Western Classification with Exceptions as Noted in Mo. Pac. Classification No. 62, (I. C. C. No. 1224), or subsequent issues, applicable to Texas Traffic.

H. G. KRAKE,
Assistant General Freight Agent,
Mo. Pac. Ry., St. Louis, Mo.

J. C. LINCOLN,
1st Ass't General Freight Agent,
Mo. Pac. Ry., St. Louis, Mo.

R. S. DAVIS,
General Freight Agent,
St. L. S.-W. Ry.
(Cotton Belt Route),
St. Louis, Mo.

W. C. STITH,
General Freight Agent,
Mo. Pac. Ry., St. Louis, Mo.

W. R. PEABODY,
Assistant General Freight Agent,
Mo. Pac. Ry., St. Louis, Mo.

H. E. FARRELL,
Assistant General Freight Agent,
St. L. S.-W. Ry.
(Cotton Belt Route),
St. Louis, Mo.

E. L. SARGENT,
General Freight Agent,
T. & P. Ry., Dallas, Tex.

To I. S. C. C., August 9th, 1897.

The following stamps appear upon this tariff:

Cancelled by	2758
Effective	2/7/99

Auditor's Office
Aug. 11, 1897
30277
Interstate
Commerce Commission

DEFENDANTS' EXHIBIT 191.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

GENERAL FREIGHT DEPARTMENT.

(Copy.)

E. S. KEELEY,
General Freight Agent.

CHICAGO, *April 17th, 1903.*

In reply refer to No. GLW.

Mr. J. M. SMITH,
Auditor, Interstate Commerce Commission, Washington.

DEAR SIR: Referring to your favor of February 13th, regarding our I. C. C. A–5962, G. F. D. 33284, I note you request that we issue amendment to tariff showing reference to the I. C. C. numbers of tariffs in which the rates intended to be used in connection with the sheet are to be found, and in reply would say that all rates to or from Chicago, Ill., appearing in tariffs published by this company, or published by other companies in connection with ours, will apply to the points enumerated in the above-numbered tariff.

It would be very burdensome to us should we endeavor to show the number of each tariff so affected. You will doubtless realize that the tariffs are constantly changing on account of new rates and reissuance of old tariffs, and should an amendment be issued giving the information you suggest it would be valueless within a week of the time of issuance, as so many changes would have taken place in that time.

Yours, truly,

(Signed) E. S. KEELEY, W.
General Freight Agent.

DEFENDANTS' EXHIBIT 192

Is incorporated in record at page 2122, vol. 15.

DEFENDANTS' EXHIBIT 193.

Before the

INTERSTATE COMMERCE COMMISSION.

In the Matter of the Form and Contents of Rate Schedules and the Authority for Making and Filing Joint Tariffs.

Decided September 8, 1894.

Report and Opinion of the Commission.

By the Commission:

The various difficulties connected with the form and contents of tariff schedules, the importance of uniformity in their arrangement and simplicity in their statements, and the duty of bringing them into conformity with the requirements of the statute have been matters of concern to the Commission from the time of its organization. In the first annual report to Congress the conditions existing before the act to regulate commerce was enacted are described in the following language:

"Then their rates were changed at pleasure and without public notification; their dealings to a large extent were kept from the public eye, the obligation of publicity not being recognized; and the public were therefore without the means of judging whether their charges for railroad service were reasonable and just or the contrary.

"But the publications actually made only increased the difficulties. Railroad rates, difficult enough to be understood by the uninitiated when printed plainly in one general tariff with classification annexed, became mysterious enigmas when several different tariffs were printed, as was the case in some sections; some relating to competitive points and others to what were called in local points, and each referring to voluminous and perhaps different classifications, which were printed but not posted, and which were observed or disregarded at will in the rates as published. Such unsystematic and misleading publications naturally led to many overcharges and controversies, and naturally invited and favored special rates and injurious preferences."

Subsequently, in the same report, referring to the tariffs which had been filed by the carriers under the sixth section of the act, the Commission said:

"But though the carriers make and file their tariffs as required by the act, there is no general uniformity to the tariffs or to the classifications, either in form or general method of preparation. This is unfortunate for several reasons, but especially because the public, who have to deal with many carriers, are likely to be confused between the different methods of giving information, and possibly to be misled in some cases. The difficulty of making use of them for the purposes of the Commission is also greatly enhanced by the want of uniformity, and the Commission would be

very glad to correct it if that were possible."

And in concluding this report the Commission made several recommendations, among which was the following:

"The Commission ought also to have the authority and the means to bring about something like uniformity in the method of publishing rates, which is now in great confusion, and to carefully examine, collect, and supervise the schedules, contracts, etc., required by the law to be filed."

When the second annual report was submitted, measures were pending before Congress for enlarging the powers and duties of the Commission in regard to railway tariffs, and the following comment was deemed a sufficient reference to the subject:

"Much still remains to be done in order to assure a complete and adequate supervision of the transportation schedules furnished by the carriers. No uniformity in form has yet been reached, nor has any general system been adopted under which they are prepared. Amendments to the act, now pending in Congress, are designed to enable the Commission to enforce the adoption of better and more systematic methods, which are greatly needed."

By an amendment approved March 2, 1889, the sixth section of the act was changed in several important respects and the following provision inserted:

"The Commission may determine and prescribe the form in which the schedules required by this section to be kept open to public inspection shall be prepared and arranged, and may change the form from time to time as shall be found expedient."

The authority conferred by this enactment has not, heretofore, been exercised through definite and formal orders, because the Commission has believed it more expedient to promote the correction of rate sheets by calling the attention of individual carriers to particular defects, and by general suggestions to railway officials, which have been so far adopted as to accomplish much improvement in the construction of tariff schedules. The obligations imposed by the statute and knowledge of the power possessed by the Commission were reasonably expected to secure substantial observance of the law in this regard, without resort to specific and mandatory directions. It was thought preferable to bring about reforms in the arrangement and contents of public tariffs through the voluntary action of railroad managers rather than by issuing explicit and compulsory orders.

In pursuance of this policy, and to obviate the necessity of a voluminous correspondence concerning matters of detail, the Commission instructed its auditor to prepare a statement of its views regarding the general features of tariff construction which would effect compliance with the amended statute. This statement was published in pamphlet form in December, 1891, and widely distributed to railroad officials having charge of the preparation of rate sheets, and to other persons presumably interested in such an announcement. It set forth at considerable length the various questions involved, and stated quite fully the information which should be given to the public in the published schedules of carriers subject to the act. If the directions contained in this publication had been followed, no further action by the Commission in respect to this provision of the law would seem to be required. While, however, a general willingness has been displayed by railway managers to comply in minor details

with the suggestions then made, the Commission has been somewhat disappointed in its expectations concerning matters of primary importance, and has long been impressed with the imperfections and omissions of many of the rate sheets which are in current use. Such defects are especially observed in the arrangement and recitals of joint tariffs under which the greater portion of interstate traffic is carried on. In numerous instances these tariffs fail to give the names of participating carriers—the parties to the agreement—omit any statement as to routes employed in effecting the transportation, and are otherwise wanting in information believed to be of consequence to the public and required by the statute to be disclosed.

There has been some failure, we apprehend, to recognize the full purpose of these provisions which relate to the construction and publicity of tariff schedules. Many railroad officials apparently suppose that the sole object in view is to acquaint shippers and passengers with the scale of charges which carriers may lawfully impose for the services they are called upon to perform. This conception is clearly inadequate, for it takes no account of the relation of such requirements to the general scheme of public regulation. Beyond the information to which the individual patron of the railroads was deemed entitled, Congress intended that the agency intrusted with the duty of administering the law should be supplied with the means of becoming familiar with the entire body of rates throughout the country, to the end that complaints of injustice and exaction might be more intelligently considered, and relative reasonableness in transportation charges more effectually secured. This purpose was pointed out by the Commission in its report of an investigation concluded in March, 1889, wherein, among other comments, the following observations were made:

"It is proper to add, however, that the requirement of publication found in the law is based upon many other considerations besides that of affording information to local shippers. The necessity of establishing and maintaining a steady, uniform, open tariff rate is of paramount importance, in view of the evils which the act to regulate commerce attempts to correct, and obviously the first and most efficient method of regulation is the requirement of constant publicity."

Re Atlanta & W. P. R. Co., 2 Inters. Com. Rep., 480; 3 I. C. C. Rep., 75.

This opinion was expressed, it should be remembered, concerning the sixth section of the act as it existed before the amendments of March 2, 1889, were adopted, and without reference to the added authority at that time conferred upon the Commission to "determine and prescribe the form in which the schedules" of rates and charges "shall be prepared and arranged." The enlarged obligations created by these amendments were plainly designed to aid the enforcement of the law in other respects, as well as to furnish individual shippers with more accurate knowledge respecting the rates and regulations of public carriers.

The reciprocal duties arising under this section must be regarded as fundamental to the purpose of the whole enactment. Any system of laws adapted to the regulation of interstate commerce will include the requirement of a common standard of compensation, and provide alike for its easy

comprehension and its suitable publicity. The charges for railway transportation should be uniform to all and readily understood by all. The publication of tariffs in convenient form, adequate in statement and properly authenticated, is essential to the enforcement of reasonable rates and impartial treatment. So far as possible the schedules should be simple in arrangement, ample in their disclosures, and free from ambiguity. Otherwise the opportunity is afforded for evading the law by discriminating practices and unjust exactions. This is peculiarly true of joint tariffs issued by two or more carriers whose connected roads are operated as a single and continuous line. The increased and often enormous mileage which is thus brought under a common control, the great volume of traffic which thereby receives speedy and uninterrupted movement, and the temptations to favoritism arising from competition between rival systems render it specially necessary that the public schedules under which business of this character is conducted should answer all the requirements of the statute. That many of the joint tariffs now employed are not in accord with these provisions is practically admitted by railway managers. They are often faulty in form, imperfect or ambiguous in disclosures, and generally lacking in proper evidence of their authenticity. When such a tariff is filed by one of the associated lines only, as is usually the case, if the participating carriers are not designated and no proof of their concurrence is furnished, it is quite possible for the latter to avoid liability, when charged with criminal misconduct in respect of a joint rate so issued, by denying knowledge of its existence or consent to its publication, although the fact that they carried traffic apparently under that tariff may be clearly established. If a connecting carrier which joins in the transportation of freight received from the initial carrier is prosecuted for violating the joint rate published by that initial carrier alone, there can be no conviction without proof—often impossible to obtain—that such connecting carrier agreed to the joint rate in question or authorized its promulgation. On the other hand, if it is assumed that the connecting carrier is not a party to the joint rate so issued, for want of assent thereto or concurrence therein, and the charge of unlawful conduct is based upon the acceptance of less than its own local tariff, such connecting carrier may refute the accusation by asserting that if he had consented to the joint schedule issued by an initial carrier and was in fact a party thereto. Thus the ground of defense can be shifted to meet the theory of the prosecution, and a given carrier actually guilty of wrongdoing may secure immunity from punishment through inability to determine before its disclosure is forced whether it is or is not bound by the joint tariff which another carrier has published and filed. When such avenues of escape and evasion are afforded by the rate sheets in common use, there must be something at serious fault in their contents and construction. Defects in tariff schedules provide opportunity for inhibited practices which might not otherwise be available and tend to defeat in greater or less degree the beneficial purposes of publicity. More than this, they indicate a measure of disrespect for the law and a disposition to avoid its wholesome restraints. They render its enforcement in many cases impracticable, weaken the authority of its various restrictions, and not unfrequently

prove an aid to prohibited and inequitable dealings between shipper and carrier.

Without enlarging upon these considerations or specifying in greater detail the reasons for dissatisfaction with existing methods it is sufficient to say that the Commission has believed for some time that the authority conferred by the amendment of 1889 should be more directly and formally exerted with the view of securing rate sheets and joint schedules which shall meet the requirements of the statute. Desiring to proceed with all needful caution, and not unmindful of the difficulties involved in any adequate scheme of tariff construction, it was deemed suitable to acquaint the principal railroad managers with the purpose of the Commission and to invoke the aid of their practical experience. To this end the following circular letter was issued at the date therein named:

INTERSTATE COMMERCE COMMISSION,
Washington, January 20, 1894.

DEAR SIR: The Commission having determined to prescribe the form of schedules of rates and charges required by the act to regulate commerce to be kept open to public inspection, in accordance with authority conferred by the sixth section thereof, and desiring that while fully meeting the requirements of the law the form adopted shall not be unnecessarily burdensome to the railways by reason of the expense or otherwise, it is thought proper to invite the carriers subject to the act to send representatives to a conference to be held at the office of the Commission in Washington, on Monday, February 12, 1894, when opportunity will be afforded to offer suggestions regarding the preparation of such a form (especially suggestions as to a form for joint tariffs) as will comply with the requirements of the statute. In the meantime the Commission will be glad to receive suggestions by letter from those interested.

Respectfully, yours,
WM. R. MORRISON,
Chairman.

In response to this invitation a large number of traffic officials assembled at the office of the Commission on the 12th of February, 1894, and the subject was discussed at considerable length during that and the succeeding day. An understanding was then reached that a subsequent conference should be held, at which the representatives of the railroads, who were to consult with each other in the meantime, would submit to the Commission some feasible plan for accomplishing the main ends desired. This second conference was held pursuant to the following call issued March 2, 1894:

INTERSTATE COMMERCE COMMISSION,
Washington, March 2, 1894.

DEAR SIR: Pursuant to a call issued on January 20, 1894, a conference was held at the office of the Commission on February 12 and 13 ultimo for the purpose of affording the representatives of the carriers an opportunity to offer suggestions regarding the form in which schedules of rates should be arranged to meet the requirements of the statute. A copy of the proceedings of the conference is herewith inclosed for your information. At the request of those present a second conference will be held at the office of the Commission, in Washington, on Wednesday, March 14, 1894, at 11 a. m., at which you are invited to be present.

Respectfully,
WM. R. MORRISON,
Chairman.

The proceedings of these two conferences, which have been published in full from the stenographers' minutes and mailed to the principal traffic officials of the country, disclose the views of those present concerning the objects sought to be accomplished by the Commission, and the feasibility of various suggested plans for simplifying the forms and improving the construction of tariff schedules.

It seemed to be generally conceded by the railroad representatives who attended these meetings that the rate sheets now employed are unsatisfactory in many respects and fall short of the standard contemplated by the statute. The disposition was repeatedly avowed to make such changes and corrections as might be required by the Commission, though much stress was laid upon the difficulties involved in any radical departure from existing methods. While the discussion at these conferences extended to a wide range of topics, and much of it was of an informal character, there were three subjects which received special consideration, and which are entitled to more or less prominence in this report. These are (1) "Proportional tariffs," as they are called; (2) the designation on joint tariff sheets of the carriers which are parties thereto and the routes formed by their connected lines, and (3) the evidence that joint tariffs filed and published by one carrier are assented to and binding upon the participating carriers.

The first of these questions relates to a certain rule or principle of rate making, rather than to the medium by which charges are made known to the public; the others relate to the contents of the published rate sheet and the proof of its authenticity.

The employment of proportional tariffs appears to be very extensive, and they are applied to a large percentage of interstate business. Such tariffs establish rates of carriage which are lower between given points when the traffic has undergone transportation before reaching the first point, or is to be further transported after reaching the second, than the rates charged on like traffic which originates at one of such points and terminates at the other.

The rates from New York to Chicago, subject to the official classification, may be cited as an illustration, viz:

	Classes, in cents per 100 pounds.					
	1	2	3	4	5	6
Regular rates.....	75	65	50	35	30	25
Proportional rates.....	70	61	47	33	29	23

The higher rate is charged on shipments destined to Chicago. The lower proportional rate is accepted for the carriage between those cities when the shipments are consigned to points beyond Chicago. Traffic from the Atlantic seaboard to the various Mississippi River crossings is also governed, to a very great extent, by a similar system of charges. The eastern lines have not been accustomed to publish rates to points west of the Mississippi; on such business they advertise and accept a lower rate for hauling to the river than they exact on shipments terminating at the river points. A somewhat different but quite frequent use of the proportional method is described by the following illustration: One railway between Chicago and Kansas City, for instance, has a line of its own west of the Missouri River reaching into the coun-

producing region of Kansas. Another railway from Chicago terminates at Kansas City, yet desires to participate in the grain traffic originating in the same corn belt west of the Missouri. The first-named road, extending through to Chicago, naturally desires to route by its own rails the traffic shipped to that market; and, being able to make through rates over its own line, refuses to join in rates from Kansas points to Chicago via its line to the river and thence via the line of its competitor. The latter, however, by means of a lower proportional tariff from Kansas City can allow the farmer its full local rates to that point, and still compete for the business by making through rates to Chicago equally low with those made by the road having its own through line.

Various reasons are assigned by the railroads for resorting to this method of establishing rates. The use of proportional tariffs, it is claimed, furnishes the basis for arriving at the total through rates for a large section of country, when it is impracticable to publish such rates in full by reason of the great number of roads and routes which are or may be employed in effecting the transportation. It is also asserted that cases not infrequently arise where one carrier will refuse to unite with other carriers, whose lines are physically connected with its own, in forming through routes and publishing joint rates for through traffic. Under these circumstances the proportional plan is alleged to be necessary in order that the carrier which is unable to secure such an arrangement may nevertheless make the same through rates as are offered by competing lines. It is likewise generally urged that proportional tariffs are beneficial to the public, because they supply the advantages of through routes and through rates to many localities which could obtain them in no other way.

We deem it unsuitable, however, to make any further observations at this time upon the subject of proportional tariffs, and purposely refrain from expressing any opinion as to their lawfulness under the act to regulate commerce for two reasons. One reason is that this proceeding is specially directed to an improvement of the framework and phraseology of published schedules, including evidence of authority for filing joint tariffs, and does not necessarily include the consideration of rate-making rules and practices. Our present concern is with the "forms" of tariff sheets which are required to be filed and exhibited to the public, rather than with the principles upon which charges are adjusted in the first instance. Rates must be fixed before they can be announced, and the policy which governs their application to varying circumstances of carriage is something quite different from the means devised for insuring their proper publicity. The other reason for reserving the subject of proportional tariffs for further consideration arises from the fact that a similar question is directly involved in another proceeding now pending before the Commission, upon the petition of a party claiming to be aggrieved by the operation of this method of rate construction. Our views respecting tariffs of this description will be more appropriately made known in the decision of that case.

The failure to apprise the public and the Commission, by announcement upon the printed schedules or otherwise, of the names of participating carriers responsible for the rates named in

joint tariffs, and the routes by which traffic may be consigned at those rates, occasions much uncertainty and confusion, and constitutes a considerable obstacle to the enforcement of the statute. This defect in the form of published tariffs should be corrected to the fullest practicable extent. It is extremely desirable that joint schedules applied to the traffic of connecting lines should definitely name all the participating roads and indicate the various routes by which they undertake to afford transportation at designated rates. Theoretically at least, such a disclosure is necessary to a complete statutory joint tariff. If this information is withheld, the printed schedule must in every case be open to some degree of criticism; it omits something which apparently ought to be stated, and leaves to inference or conjecture that which should be distinctly announced.

While it seems feasible in all cases to exhibit upon the printed joint tariff the names of the roads which unite in the joint rates thereby offered to the public, publication of the various routes formed by their combined lines may be found burdensome by many carriers and this requirement will not be insisted upon at this time. The explanations made and reasons advanced by the gentlemen who attended the recent conferences, together with well-known facts of which we may take official cognizance, incline us to this conclusion. In some sections of the country the carriers have entered into association with each other for the purpose, among other things, of establishing a system of rates throughout the territory which they serve, and are in effect operating under a "common arrangement" in respect to transportation charges between the numerous points in such territory. The scale of charges thus fixed is given general publicity and is in the nature of a standing proposition between the members and to all other carriers to receive and forward the various classes of freight at the rates agreed upon by the association. To require every joint tariff in such cases to show in detail all the different routes which are available to shippers would be a somewhat burdensome exaction, without corresponding advantage to the public. The difficulty appears to be still greater where an outside line desires to use association rates, in connection with its own, in naming charges to points in association territory; under circumstances of that nature, the enumeration of the various routes to the large number of possible destinations would be a considerable hardship if not a practicable impossibility. But in the great majority of cases we believe it is entirely practicable to set forth upon the published tariffs not only the names of the participating carriers, but also the routes operated by them under the joint rates filed in pursuance of their mutual agreement. For the present, however, the publication of routes will not be exacted by a definite and unqualified order, though we may rightfully expect that this information will be given in future joint tariffs, unless conditions exist which fairly excuse a relaxation of the rule. It is our desire to exercise the authority conferred upon us in aid of the substantial purpose of the law, rather than to insist upon the technical observance of its provisions.

The third subject discussed at these conferences admits of somewhat more exact and satisfactory treatment. It was freely admitted by the railroad officials at

tendance that the Commission should be furnished with proof of the authority under which joint tariffs are published and filed. Such tariffs necessarily imply an agreement between two or more carriers by virtue of which they offer their united services at the rates therein named. They must have entered into contract relations with each other, by express stipulation or mutual understanding, which impose upon the several parties thereto the obligation to accept, for the transportation proposed by them, the aggregate charge stated in their advertised schedules. If such contracts were in writing and filed with the Commission, as other written contracts are required to be filed, the instrument itself would be the best evidence of their arrangement and no occasion would arise for additional proof. But such agreements are very rarely, if ever, reduced to writing. Almost invariably they rest in parol; quite often they are mere understandings between traffic managers, having no more definite basis than long-continued custom or the doctrine of implied consent. When a joint tariff is published under such circumstances by one of the constituent roads, there is no producible evidence, under the existing practice, that the other interested roads have assented to the rates thus announced. If one carrier files a tariff purporting to establish joint rates with other carriers when no agreement therefor, express or implied, exists between them, such carrier transcends its authority, misrepresents the facts, and misleads the public; if there is an agreement between them, the evidence thereof should be a matter of record or otherwise readily obtainable. These propositions are wholly undisputed; indeed, there seems to be a unanimous concession that joint tariffs filed with the Commission as required by law should be accompanied in every instance with suitable proof of their authenticity.

Without commenting on the various plans suggested for accomplishing this purpose, it may be said that the most practicable method, all things considered, appears to be one brought forward at these conferences, by which each party to a joint tariff, other than the party filing the same, shall immediately upon the issuance thereof send to the Commission a written statement or certificate indicating its acceptance of and concurrence in the rates and charges named in such joint tariff. It is assumed that the carrier which publishes a tariff of this kind would ordinarily send copies of the same to all other carriers expected to participate in the joint service thereby announced, and it must be entirely feasible for the carriers receiving such a tariff to forward to the Commission official notice that they assent to the arrangement and are parties thereto. Thus by a simple and convenient process every party to a joint tariff will be identified and the liability of each participating carrier will be capable of easy and suitable proof. The extreme difficulty in many cases of showing the authority for each joint tariff upon the face of the printed document, and the practical objections to other proposed plans, warrant the Commission in sanctioning this method, at least to the extent of testing its merits by actual use. Its adoption will, therefore, be required.

The further consideration which we have endeavored to give this subject of tariff construction leads to a reaffirmance of the general principles laid down in the pamphlet of December 1, 1891, above referred to. The recom-

mendations then made by the Commission are still believed to be founded upon correct views of the law and the obligations imposed by its provisions. We yield to the representations of railroad officials who contend that joint tariffs can not in every case contain a statement of all the routes to which they relate, and we approve the plan for authenticating such tariffs by separate certificates filed with the Commission as a suitable and effective method of accomplishing the main purpose of the statute in this regard. This mode of furnishing authority for filing joint tariffs is expected to be applied as well to future amendments or supplements to such tariffs, and also to classification sheets and other documents for the issuance of which some evidence of authorization should be supplied. Except as indicated above, the directions published in 1891 are intended to be repeated.

The Commission has no desire to enjoin the observance of needless formalities, or to subject any carrier to unnecessary expense. We appreciate the difficulty of preparing rate sheets which approximate a perfected standard and cover every point to which criticism might be directed. Nor is it by any means easy to formulate specific rules which shall govern the details of tariff construction and serve as an unvarying pattern in all cases. For this reason, among others, the order founded upon the present inquiry will be confined to general injunctions, except as to matters which obviously require more definite disposition. So far as specific directions are now given they are in accord with the declarations of railway officials at the conferences called by the Commission and in line with resolutions adopted by the freight committees of the Trunk Line and Central Traffic Association.

If the instructions contained in the pamphlet of December, 1891, are fairly observed, the grounds of complaint will be mainly removed. As those instructions are now modified in repect to routes in exceptional cases, they constitute a body of rules which traffic officials can follow without hardship or difficulty.

In addition to the matters already mentioned, attention is invited to the suggestions relating to numbering, titles, amendments, and supplements, manner of changing and abrogating current tariffs, and other features of more or less importance in the construction of rate sheets. Copies of the pamphlet will be sent out with this report, and compliance with its directions will hereafter be required. By following those directions we believe that railway managers can greatly improve their published schedules and speedily bring them into substantial conformity with the demands of the statutes. Such a result will prove alike beneficial to the carriers and advantageous to the public.

We summarize this review in the following order:

Order.

The Commission having under consideration the rate sheets, schedules, and joint tariffs which, under the 6th section of the act to regulate commerce, are required to be filed in its office and to be kept open to public inspection, and having discussed the subject with a large number of traffic officials, who, for that purpose, met the Commission in response to its invitation; and having, as the result of such conference, made and filed the foregoing report and opinion; and being convinced that the directions

contained in the pamphlet published December 1, 1891, should be complied with, in order to bring such rate sheets, schedules, and joint tariffs into conformity with the statute, and to correct the defects and omissions which are now observed in such publications; and having found and decided, among other things, that evidence of authority for making and filing joint tariffs should in all cases be furnished to the Commission:

It is ordered, That all common carriers subject to the act to regulate commerce shall, in all future issues of their rate sheets, schedules, and joint tariffs, including all future amendments and supplements to existing joint tariffs, comply with and conform to the general rules laid down in said pamphlet of December 1, 1891, as modified by this order.

It is further ordered, That all joint tariffs hereafter filed, and all future amendments and supplements to existing joint tariffs, be hereafter so arranged and printed as to show distinctly the names of the several parties thereto.

And it is further ordered, That all common carriers subject to the act which shall hereafter be named as parties to any joint tariff filed and published by another carrier, or as parties to any amendments or supplements to existing joint tariffs, shall forthwith upon the publication thereof file with the Commission a statement or certificate showing their acceptance of and concurrence therein and making themselves parties thereto.

A true copy:

EDW. A. MOSELEY,
Secretary.

DEFENDANTS' EXHIBIT 194.

Was withdrawn. (See record, p. 2360, vol. 15.)

DEFENDANTS' EXHIBIT 195.

7082.

GRAND TRUNK RAILWAY SYSTEM.

DIVISION FREIGHT AGENT'S OFFICE.

LITTLE SPITZER BUILDING,
Toledo, Ohio, Sept. 10, 1904.

Mr. H. C. MARTIN,
Chief of Tariff Bureau,
Chicago, Ill.

DEAR SIR: Will you kindly arrange to publish tariff on petroleum and its products in carloads from Toledo to eastern U. S. points and to Montreal for export as soon as possible, advising.

Yours, truly,

IRA W. GANTT,
CSW
Division Freight Agent.

CSW–chc

DEFENDANTS' EXHIBIT 196.

(Copy.)

ST. LOUIS, *April 16, 1904.*

Mr. LELAND: I had quite a talk with Mr. Bogardus in Chicago Thursday in regard to this matter, and explained to him that if we violated the general principle underlying the rate adjustment in that district by making a less rate on oil and its products from Neodesha than applied between the Rivers, we would very soon find ourselves confronted by a demand of other manufacturers in that district for a similar adjustment on other commodities. While appreciating the force of my remarks on this point, he was still of the opinion that we could put into effect the adjustment proposed by him without involving us in any serious trouble with any other class of shippers, in view of the fact that oil stands entirely by itself in matters of rate adjustment all over the country. He promised, however, to discuss the matter with other interested lines, in order that all roads might be prepared to take necessary action at the next meeting of the committee. Afterwards, I had a talk with Messrs. Gorman and Lincoln, and they agreed with me in the position I had taken in the matter with Mr. Bogardus. They both promised to look into the question of their publications on crude oil and its products from that territory.

W. B. GROSSCLOSE.

2.

DEFENDANTS' EXHIBIT 197.

MARCH 15, 1905.
F-4870

Mr. N. H. ANSPACH,
C. T. B., L. S. & M. S. Ry.,
Cleveland, Ohio.

DEAR SIR: Referring to your Tariff I. C. C. A–1353, publishing rates on petroleum and petroleum products, C. L., from Cleveland, Toledo, and Oil City districts to eastern points.

Your tariff as originally issued covered rates of 24c. from Cleveland and Oil City districts, and 27c. from the Toledo district to stations on our R. W. & O. division, Richland, N. Y., and west thereof, and rates of 26½c. from the Cleveland and Oil City districts and 29½c. from the Toledo district to all stations on our R. W. & O. division east and north of Richland; this being in accordance with my letter to your predecessor of May 7, 1903 (your file B–28). Subsequently Amendment No. 4 applied rates of 18½c. from the Oil City district, 19c. from the Cleveland district, and 23½c. from the Toledo district to R. W. & O. division stations, Model City to Liverpool, inclusive, by authority of Mr. S. Goodman, A. T. M., as per his letter of March 26, 1904, to Mr. G. B. Wheeler, D. F. A.

It has now been decided to apply the same basis of eastbound rates on petroleum and petroleum products to our R. W. & O. division as applicable upon general merchandise; that is to say, Rochester rates of 14½c. from Oil City district, 15c. from Cleveland district, and 20½c. from Toledo district will apply to stations east of Suspension Bridge to Charlotte and Brinker Place; Syracuse rates of 15½c. from Titusville, 16c. from Cleveland, and 20½c. from Toledo will apply to stations Webster to Oswego and Liverpool, inclusive; Utica rates of 15½c. from Titusville, 16c. from Cleveland, and 20½c. from Toledo will apply to stations Scriba to Pulaski and Clay and Richland to Humaston, including Lacona; New York rates of 19½c. from Titusville, 22c. from Cleveland, and 25c. from Toledo will apply to stations Mannsville to Carthage, including Cape Vincent and Sackets Harbor branches; Boston rates of 23½c. from Titusville, 24c. from Cleveland, and 27c. from Toledo will apply to all other R. W. & O. division stations except C. & A. and G. & O. branches. Enclosed find station list showing groupings of rates covering R. W. & O. division stations.

Your tariff as now issued does not publish rates to stations on our Adirondack division. You may publish the Boston rates of 23½c. from Titusville or Oil City districts, 24c. from Cleveland, and 27c. from Toledo to all stations on Adirondack division, Constable, N. Y., and south thereof.

Referring to your Tariff I. C. C. C–351 covering rates on petroleum and petroleum products, C. L., from Pittsburgh, Coraopolis, and Fleming Park, Pa., to eastern points: You may correct this tariff so as to apply same rates to stations on our R. W. & O. and Adirondack divisions as above authorized to apply from the Oil City and Titusville districts.

Your tariff I. C. C. C–351 names rate of 16½c. from the Pittsburgh district to Albany rate points, whereas the rate in effect via your line and other lines from the Oil City and Titusville districts to Albany

rate points is 15½c. Should not your tariff C–351 publish rate of 15½c.? if not, please advise reason for carrying 16½c. rate.

Referring to D. A. V. & P. R. R. Tariff I. C. C. No. 407, naming rates on petroleum and petroleum products, C. L., from the Titusville district to eastern points: You will, of course, understand that you may correct this tariff by publishing the same rates from the points named therein to stations on our R. W. & O. and Adirondack divisions as above authorized from the Oil City district.

It is desirable that all of these changes in rates be made effective as soon as practicable. Will you please arrange accordingly.

Yours, truly,

1st A. G. F. A.

DEFENDANTS' EXHIBIT 198.

NATIONAL DESPATCH—GREAT EASTERN LINE

Operating in Connection with

GRAND TRUNK RAILWAY SYSTEM,

CENTRAL VERMONT R'Y CO., BOSTON & MAINE R. R.,

And Connections.

Percentage Divisions

No. 45.

From and To Points in the

DETROIT & TOLEDO SHORE LINE RAILROAD.

via

DETROIT, MICH.

Effective November 2d, 1903.

D. T. LAWRENCE, *Manager,*
Buffalo, N. Y.

[Defendants' Exhibit 198—Page 2.]

2 National Despatch—Great Eastern Line.

WEST-BOUND TRAFFIC FROM NEW YORK.

Deductions to be made before prorating.

The following figures for "Boats" proportion, New York to New London, will be deducted from the through rates, before prorating, and allowed to the Central Vermont Railway, viz:

1	2	3	4	5	6—Classes.
5	5	5	5	3	3—Cents per hundred pounds.

And in addition to the above, on shipments which are lightered in New York Harbor the authorized New York Harbor lighterage charges will also be deducted, before prorating, on "Montpelier" Divisions.

WEST-BOUND SHIPMENTS OF GRANITE.

From

BARRE and MONTPELIER, VT. (Central Vermont R'y), will be subject to an additional deduction of two (2) cents per 100 lbs. for switching or transfer.

[Defendants' Exhibit 196—Page 3.]

National Despatch—Great Eastern Line.

Percentage Divisions

To or From

TOLEDO, OHIO.

*La Salle,	Mich.	*Newport,	Mich.	Trenton,	Mich.
Manhattan Junc.,	Ohio.	*Rockwood,	"	Vienna,	"
Monroe,	Mich.	Toledo,	Ohio.	Wyandotte,	"

*Prepaid stations.

[Via Detroit, Mich.]

Roads.	Montreal.	Quebec.	Portland.	Montpelier, via St. Johns, Que.	Nashua, via St. Johns, Que.	Springfield, via St. Johns, Que.	Lynn, via St. Johns, Que.	St. Johnsbury, via St. Johns, Que.
B. & M. R. R.					a13.5	a13.5	a12.5	a2.
C. V. R'y.				a34.0	16.0	17.5	14.5	11.
G. T. R'y System	b80.0	b85.0	b85.0	51.0	55.5	54.0	51.0	4.
D. & T. S. Line	20.0	15.0	15.0	15.0	15.0	15.0	15.0	11.
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	10.

Roads.	Fitchburg, via St. Johns, Que.	E. Boston, via St. Johns, Que.	Barnet, via Sherbrooke, Que.	Vernon, via Sherbrooke, Que.	Plymouth, via Groveton, N. H.	Rochester via Groveton, N. H.	Dover, via Portland, Me.	Rockland, via No. Stratford, N. H.
Maine Central R. R.								a2.
B. & M. R. R.	a13.5	a15.5	a23.5	a26.5	a21.5	a24.5	a10.5	
C. V. R'y.	16.5	15.0						
G. T. R'y System	55.0	54.5	61.5	58.5	63.5	60.5	74.5	8.
D. & T. S. Line	15.0	15.0	15.0	15.0	15.0	15.0	15.0	11.
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	10.

aDeduct one (1) cent per 100 lbs., before prorating, and add to eastern roads proportion.
bFor terminal deductions on export and import traffic, see east-bound billing lists or west-bound lists

DEFENDANTS' EXHIBIT 199.

NATIONAL DESPATCH—GREAT EASTERN LINE

Operating in Connection with

GRAND TRUNK RAILWAY SYSTEM,

CENTRAL VERMONT R'Y CO., BOSTON & MAINE R. R.,

And Connections.

Percentage Divisions

No. 45.

Corrected to June 1, 1905

Canceling Percentage Divisions No. 45, dated November 2d, 1903.

From and To Points on the

DETROIT & TOLEDO SHORE LINE RAILROAD

via

DETROIT, MICH.

Effective June 1, 1905.

D. T. LAWRENCE, *Manager,*
Buffalo, N. Y.

B. & M. Auth. 4727.

[Defendants' Exhibit 192—Page 2.]

National Despatch—Great Eastern Line.

WEST-BOUND TRAFFIC FROM NEW YORK.

Deductions to be made before prorating.

The following figures for "Boats" proportion, New York to New London, will be deducted from the through rates, before prorating, and allowed to the Central Vermont Railway, viz:

1	2	3	4	5	6	
—	—	—	—	—	—	Classes.
5	5	5	5	3	3	Cents per hundred pounds.

And in addition to the above, on shipments which are lightered in New York Harbor the authorized New York Harbor lighterage charges will also be deducted, before prorating, on "Montpelier" Divisions.

WEST-BOUND SHIPMENTS OF GRANITE

From

BARRE and MONTPELIER, VT. (Central Vermont R'y), will be subject to an additional deduction of two (2) cents per 100 lbs. for switching or transfer.

Special Percentage Divisions

To or From

TOLEDO, OHIO

(Via Detroit, Mich.)

To be used only on traffic received from or delivered to connections at Toledo, Ohio, in the absence of established through per cents.

Roads.	Montreal.	Quebec.	Portland.	Montpelier, via St. Johns, Que.	Nashua, via St Johns, Que.	Springfield, via St. Johns, Que.	Lynn, via St. Johns, Que.	St. Johnsbury, via St. Johns, Que.
B. & M. R. R.					a 15. 0	a 14. 5	a 21. 5	a [illegible]
C. V. R'y				a 37. 0	17. 0	19. 0	15. 5	15. [illegible]
G. T. R'y System	b 87. 5	b 90. 0	b 91. 5	55. 5	60. 0	58. 5	55. 5	52. [illegible]
D. & T. S. Line	12. 5	10. 0	08. 5	07. 5	08. 0	08. 0	07. 5	07. [illegible]
	100. 0	100. 0	100. 0	100. 0	100. 0	100. 0	100. 0	100. [illegible]

Roads.	Fitchburg, via St. Johns, Que.	Mystic Wharf, via St. Johns, Que.	Barnet, via Sherbrooke, Que.	Vernon, via Sherbrooke, Que.	Plymouth, via Groveton, N. H.	Rochester, via Groveton, N. H.	Dover, via Portland, Me.	Rockland, via No. Stratford, N. H.
Maine Central R. R.								a 3. [illegible]
B. & M. R. R.	a 14. 5	b 16. 5	a 25. 5	a 29. 0	a 23. 5	a 27. 0	a 11. 5	
C. V. R'y	18. 0	16. 5						
G. T. R'y System	59. 5	59. 0	66. 5	63. 5	69. 0	66. 0	81. 0	61. [illegible]
D. & T. S. Line	08. 0	08. 0	08. 0	07. 5	07. 5	07. 0	07. 5	07. [illegible]
	100. 0	100. 0	100. 0	100. 0	100. 0	100. 0	100. 0	100. [illegible]

a Deduct one (1) cent per 100 lbs., before prorating, and add to Eastern Roads proportion.
b For terminal deductions on export and import traffic see East-bound Billing Lists or West-bound Tariffs.

[Defendants' Exhibit 199. Page 3.]

Percentage divisions

To or from

TOLEDO, OHIO.

*Delray,	Mich.	Monroe,	Mich.	Toledo,	Ohio.
*Ecorse,	"	†Newport,	"	Trenton,	Mich.
*Lang,	Ohio.	*Rockwood,	"	Vienna,	"
*La Salle,	Mich.	*Sibley,	"	Wyandotte,	"
Manhattan Junc.,	Ohio.	Slocum,	"		

*Prepaid station. †Car loads only.

[Via Detroit, Mich.]

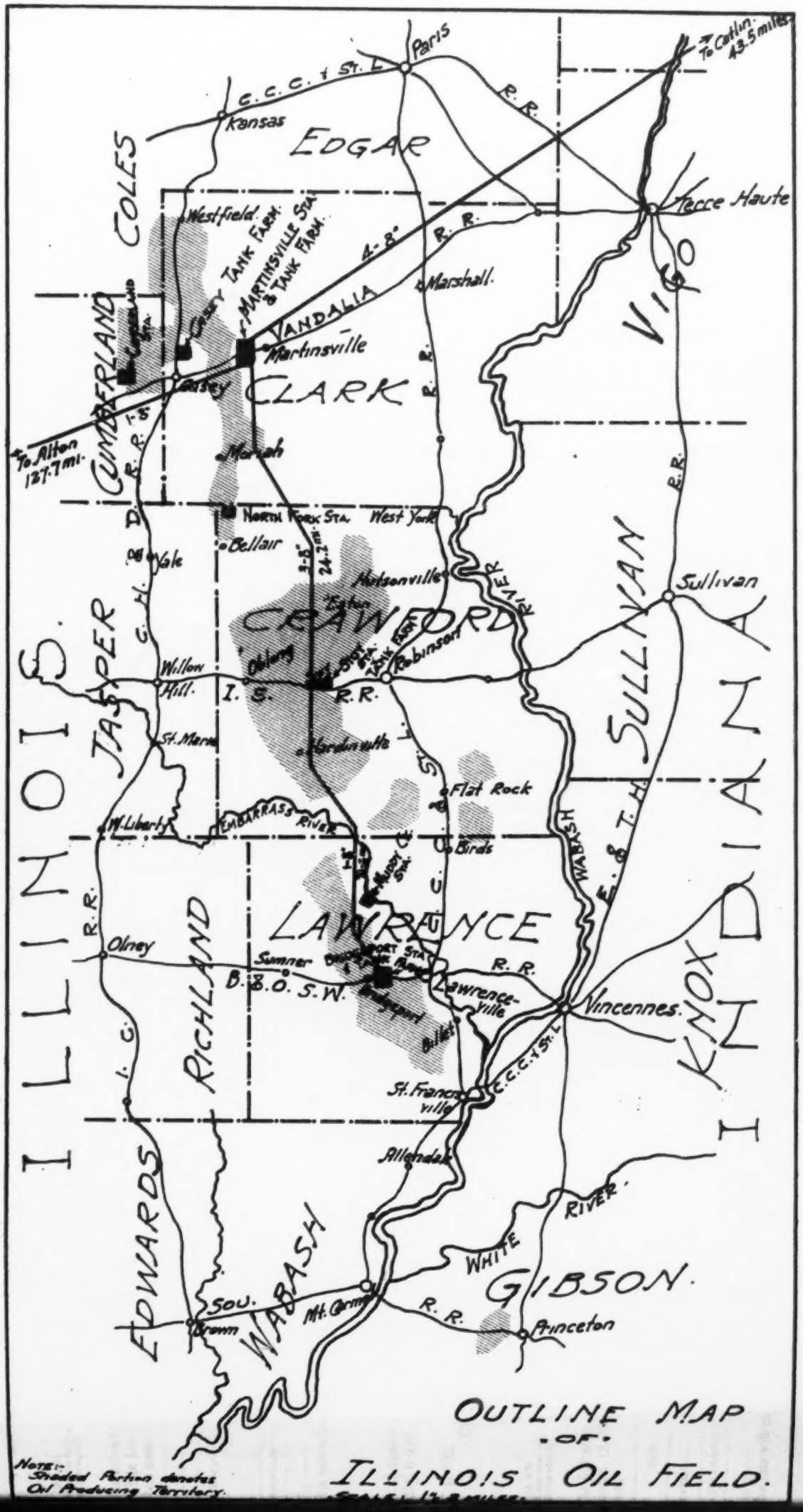
Roads.	Montreal	Quebec.	Portland.	Montpelier via St. Johns, Que.	Nashua via St. Johns, Que.	Springfield via St. Johns, Que.	Lynn via St. Johns, Que.	St. Johnsbury via St. Johns, Que.
B. & M. R. R.					a 13.5	a 13.5	a 19.5	a 23.0
C. V. R'y				a 34.0	16.0	17.5	14.5	13.5
G. T. R'y. System	b 80.0	b 85.0	b 85.0	51.0	55.5	54.0	51.0	48.5
D. & T. S. Line	20.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Roads.	Fitchburg via St. Johns, Que.	Mystic Wharf via St. Johns, Que.	Barnet via Sherbrooke, Que.	Vernon via Sherbrooke, Que.	Plymouth via Groveton, N. H.	Rochester via Groveton, N. H.	Dover via Portland, Me.	Rockland via No. Stratford, N. H.
Maine Central R. R.								a 27.0
B. & M. R. R.	a 13.5	b 15.5	a 23.5	a 26.5	a 21.5	a 24.5	a 10.5	.....
C. V. R'y	16.5	15.0	.....	.....	.....	.....	.....	.....
G. T. R'y. System	55.0	54.5	61.5	58.5	63.5	60.5	74.5	58.0
D. & T. S. Line	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

a Deduct one (1) cent per 100 lbs., before prorating, and add to eastern roads proportion.
b For terminal deductions on export and import traffic see eastbound billing lists or westbound tariffs.

DEFENDANTS' EXHIBIT 200.

Lyman School Boys	Monthly	B. & A.
Westboro Ins. Hosp	"	"
Reform Prison Women	"	
Am. Ice Co	Weekly	
" Loco. Co	"	
Avoine Coal Co	"	
Bar Bg. Co	Monthly	
Bor. Con. Milk Co	Weekly	
Bush Term. Co	"	
Bklyn. E. D. T. Co	"	
Boldt, Geo. C	"	
J. City Sk. Yds	"	
Clearfield Bit. Coal Co	"	
Coaldale M'fg. Co	"	
Clark Bros	"	
Curtice Bros	"	
Childs, J. J., Coal Co	"	
Coms. New Prisons	Monthly	
Drake & Co	"	
Downing & Co	Weekly	
Edison Gen'l Electric Co	"	
Empire Coke Co	"	
Empire Coal Mg. Co	"	
Federal Sugar Co	"	
Genesee Bg. Co	Monthly	
Gt. N. W. St. Tel. Co	"	
Howell & Son Co	Weekly	
Harris Co., G. D	"	
Harbison Walker Co	"	
Hines Coal Co	"	
Int. Paper Co	"	
" Pulp Co	"	
Ind. Fiber Co	"	
Irish Bros	"	
A. A. Low	"	
Lack. Steel Co	"	
Morris Run Mines	Monthly	
N. Y. City St. Ry	Monthly	
Morrisdale Coal Co	Daily	
Madeira Hill Co	Weekly	
Magee & Ellsworth	Monthly	
Pickand's Mather Co	"	
Peale, R	Weekly	
Penn. Coal & Coke Co	"	
Potts Run Land Co	"	
Roch B'g. Co	Monthly	
Roch. I. & M. Co	"	
Stock Yds	Weekly	
Standard Bg	Monthly	
West Union Tel. Co	"	
Whitney & Kemmerer	Weekly	
Weaver & Co., J. H	"	
Webb, Dr	Monthly	
Yawman & Erbe	"	



DEFENDANTS' EXHIBIT 201.

Outline Map of Illinois Oil Field, showing Illinois Central Railroad connections.

COPY BOUND CLOSE IN CENTER

DEFENDANTS' EXHIBIT 202.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

No. 04/44
Agent must enter this number on waybill.

ST. ALBANS, VT., *January 1st, 1904.*

Special rate advice.

The following special rate is authorized on all freight that arrives at White River Jct. over C. V. Ry., account of White River Junction jobbers mentioned below:

From—	To—	Rate.
White River Jct.....	C. V. Ry. stations in Vermont, Windsor and north. Cross, Abbott Company. George W. Smith & Son.	One class less than tariff on first five classes. No change in sixth class.

Minimum charge will be first-class rate except when lower than 35 cents, the minimum shall be 35 cents.

Via ———

This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
General Freight Agent.

S

To all agents in Vermont, Windsor and north.
Athy. S-130.

DEFENDANTS' EXHIBIT 203.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

No. 04/34
Agent must enter this number on waybill.

ST. ALBANS, VT., *January 1st, 1904.*

Special rate advice.

The following special rate is authorized on butter boxes, carload minimum 12,000 lbs., account of Franklin County Creamery Association:

From—	To—	Rate.
East Berkshire.....	St. Albans.....	8 cents per 100 lbs.

Cars to be weighed at St. Albans, excess to be charged for pro rata.

Via———

This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
General Freight Agent.

S

To W. G. C.—L. H. B.—A. M. A.
Athy. S-120.

DEFENDANTS' EXHIBIT 204.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

No. 04/38
Agent must enter this number on way-bill.

ST. ALBANS, VT., *January 1st, 1904.*

Special rate advice.

The following special rate is authorized on soft pulp wood, minimum 10 cords per car, excess at same rate per cord. Account of Missisquoi Pulp Co.:

From—	To—	Rate.
St. Albans Sheldon Junction North Sheldon South Franklin Enosburg Falls North Enosburg East Berkshire Richford	Sheldon Springs	50 cents per cord. All bills to show the number of cords per car.

Via: ———

This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
General Freight Agent,

S.

To W. G. C., A. M. A., F. X. C., F. R. F., C. K. E., V. A. I., B. H. D., L. H. B., D. F. W., J. M.
Athy. S–124.

DEFENDANTS' EXHIBIT 205.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

No. 04/40
Agent must enter this number on way-bill.

ST. ALBANS, VT., *January 1st, 1904.*

Special rate advice.

The following special rate is authorized on rough marble, carloads, when to be finished at Swanton and reshipped over C. V. Ry. Account of Barney Marble Co.:

From—	To—	Rate.
Roxbury	Swanton	4½c. per 100 lbs.

Via: ———

This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
General Freight Agent,

S.

To W. G. C., W. D. F., C. E. L'E.
Athy. S–126.

DEFENDANTS' EXHIBIT 206.

G. F. D. 702.

CENTRAL VERMONT RAILWAY COMPANY.

OFFICE OF GENERAL FREIGHT AGENT.

No. 04/63.

Agent must enter this number on way-bill.

ST. ALBANS, VT., *January 1st, 1904.*

Special rate advice.

The following special rate is authorized on lumber, carloads 30,000 lbs. or over, account of H. O. Ward:

From—	To—	Rate.
Belton	Winooski Burlington	4 cents per 100 lbs. " " " " "

Applies only on shipments consigned Porter Screen Mfg. Co., at Winooski or Shepard & Morse Lumber Co., at Burlington.

Via: ———.

This rate will expire December 31st, 1904, unless otherwise advised.

J. E. DALRYMPLE,
General Freight Agent.

S

To W. G. C., P. F. McC., J. W. D., W. H. L.
Athy. S–150

DEFENDANTS' EXHIBIT 207-A.

WASHINGTON, D. C., 3 & 29 1901

M J. Barker
No. 401 7 S. W.

Received from Independent Oil Co.

....Bbls. 30 gal oil 6½	1.95	
....Bbls. 30 gal gas 7½	2.25	
	4.20	
....Bbls.		
....Bbls.		

Simpson.

DEFENDANTS' EXHIBIT 207-B.

Form 114.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

Mar. 18, 1901.

No. 600

M J. W. Barker,
401-7 St., S. W.

Bought of Standard Oil Co.

TERMS CASH.	TANK WAGON DELIVERY.			
PAY DRIVER. and see that you receive the quantity you pay for.	20 gallons Aladdin oil	@	7	1.40
	....gallons....oil,	@		.....
	50 gallons Pratt's D. S. Gasoline,	@	8	4.00
	....gallons	@		.....
				5.40

Goods received,
.....*Purchaser.*

Received payment,
D. M. MORGAN, *Driver.*

DEFENDANTS' EXHIBIT 207-C.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

WASHINGTON, D. C., *4 & 30, 1901.*

M J. BARKER,
401 7 S W.,

Bought of Independent Oil Co.

TERMS CASH.	TANK-WAGON DELIVERY.			
PAY DRIVER and see that you receive the quantity you pay for.	20 gallons oil	@	6.	1.20
	....gallons oil	@		.....
	75 gallons stove gasoline	@	7½.	5.63
	....gallons	@		.....
				6.83

Goods received,
....., *Purchaser.*

Received payment,
SIMPSON, *Driver.*

DEFENDANTS' EXHIBIT 207-D.

Form C-09.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

WASHINGTON, *5-16-01.*

No. 421.

M J. W. BARKER,
7 & D S W.

Bought of Standard Oil Co.

Gasoline not sold for use in lamps in houses for illuminating purposes.

TERMS CASH.	TANK-WAGON DELIVERY.	
PAY DRIVER and see that you receive the quantity you pay for.	30 gallons Aladdin oil ..... @ 6.	1.80
	....gallons oil ..... @ ...	.....
	....gallons Pratt's D. S. gasoline, @ ...	.....
	....gallons ..... @ ...	.....

Goods received,
....., *Purchaser.*
Received payment,
KAPPEL, *Driver.*

DEFENDANTS' EXHIBIT 208.

Marked, but not offered in evidence. (See record, page 2422, vol. 15.)

DEFENDANTS' EXHIBIT 209.

This agreement, made this seventh day of May nineteen hundred and four, between L. Blaustein of the city of Baltimore, State of Maryland, as the party of the first part, and W. G. Davidson of the same city and State, as party of the second part.

The party of the first part agrees to furnish, as lessor, to the party of the second part, as lessee, one tank-wagon, of two compartments, with a total capacity of 700 gallons, for the sum of $15.00 per month, for the term of six months from date hereof, payable monthly in advance. The party of the second part agrees to keep said tank-wagon in repairs during the tenure of this agreement.

For and in further consideration of the above, the party of the second part agrees to purchase all the petroleum products that he may require during the tenure of this agreement from the party of the first part.

The party of the first part further agrees to furnish a petroleum product, commercially known as kerosene oil, to meet the requirements of the city ordinances as formulated by the members of the city council of the city of Baltimore covering the sale of said product in said city.

The party of the first part further agrees to furnish the party of the second part the said kerosene oil at one cent per gallon less than the regular open market price as it may be from time to time; also to furnish stove gasoline on the same basis during the tenure of this agreement.

The party of the second part further agrees to pay cash for all of his purchases from the party of the first part immediately on receipt of goods during the tenure of this agreement.

The party of the second part further agrees not to solicit the trade or good will of same that may be enjoyed by the party of the first part, during the tenure of this agreement, unless written authority is furnished the party of the second part to do so by the party of the first part. This is not to be construed as preventing the party of the second part soliciting the trade or good will of same enjoyed by any other company, individual, or concern marketing petroleum products in the city of Baltimore, State of Maryland.

The failure to comply with any or all of the above considerations will be considered sufficient cause to cancel and make null this agreement by either party without further notice.

In witness whereof we herewith sign and seal this agreement this seventh day of May, nineteen hundred and four.

WILLIAM G. DAVIDSON.

Witness:
JOHN GEISZ.

DEFENDANTS' EXHIBIT 210.

THIS AGREEMENT, made this....day of January, nineteen hundred and four, by and between the Crew Levick Company, of Philadelphia, Pennsylvania, and James W. Crook, of Baltimore, Maryland;

WHEREAS the said Crew Levick Company is operating a tank wagon business for the sale of refined petroleum oil and stove gasoline in the city of Baltimore, State of Maryland; and

WHEREAS the said James W. Crook is now erecting a large number of stores in Baltimore city in which the said James W. Crook sells large quantities of refined petroleum oil and stove gasoline:

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That the said Crew Levick Company, in consideration of the said James W. Crook purchasing from the said Crew Levick Company all of the refined petroleum oil and stove gasoline sold or used in all of his stores situated in Baltimore city during the year beginning with January the first, nineteen hundred and four, and ending January the first, nineteen hundred and five, agrees to furnish and deliver to all of said stores all the refined petroleum oil and stove gasoline that is sold or used in all of said stores during the above-mentioned period, and the said Crew Levick Company agrees to allow the said James W. Crook the rebates or reductions hereinafter mentioned in this agreement on the regular tank wagon market prices.

The said James W. Crook, in consideration of said rebates or reductions on the regular tank wagon market prices, agrees to purchase from the Crew Levick Company all of the refined petroleum oil and stove gasoline sold or used in all of his stores, situated in Baltimore city during the year beginning with January 1st, 1904, and ending Jany. 1st, 1905, and to pay for all oil and gasoline purchased in any one month not later than the 20th of the next succeeding month.

The price agreed to be paid for the oil and gasoline is regular tank wagon market price on the day of delivery; the afore-mentioned reductions or rebates on the regular tank wagon market prices are to be as follows:

Refined petroleum oil from January 1st, 1904, until May 1st, 1904, at a reduction of three-fourths of one cent a gallon below the regular tank wagon market price.

Stove gasoline from January 1st, 1904, to May 1st, 1904, at a reduction or rebate of one-half of one cent a gallon below the regular tank wagon market price.

Refined petroleum oil from May 1st, 1904, until October 1st, 1904, at a reduction or rebate of one-half of one cent a gallon below the regular tank wagon market price.

Stove gasoline from May 1st, 1904, until October 1st, 1904, at a reduction or rebate of three-fourths of one cent a gallon.

Refined petroleum oil from October 1st, 1904, to January 1st, 1905, at a reduction or rebate of three-fourths of one cent a gallon.

Stove gasoline from October 1st, 1904, to Jany. 1st, 1905, at a reduction of one-half of one cent a gallon.

In witness whereof the said James W. Crook has hereunto set his hand and affixed his seal.

And the said Crew Levick Company has caused these presents to be duly signed by William G. Davidson, its Baltimore manager.

All done the day and year first above written.

J. W. CROOK. [SEAL.]
WILLIAM G. DAVIDSON. [SEAL.]

DEFENDANTS' EXHIBIT 211.

Mr. BLAUSTEIN:

Mr. Carter treated us very well, but we are getting our oil from the National at 7½, and I don't believe you would be any better.

L. RICHMOND,
820 Columbia Ave.

DEFENDANTS' EXHIBIT 212-A.

G. E. Parsells. WASHINGTON, D. C., *Dec. 23.* 2

8.65
Trade...30

$8.95

The Ind. Oil Co.'s tank wagon visited Brookland, D. C., last week and sold the following parties. Our price at Brookland is 9½ cents:

J. Wignal, Brookland, D. C., grocer, 300 gals. oil @ 9c.
W. J. Cork, " " 75 " " " "
C. McGee, " " 75 " " " "
J. Waytkins, " " 110 " " " "

We visit Brookland once a week with our T. W., but all these parties claim they were out of oil and the Ind.'s wagon came along selling for ½ cent less than we were, so they had them fill their tanks. Promised to buy all their future supply from S. O. Co. if we will give them as good price and keep them supplied.

G. E. PARSELLS.

DEFENDANTS' EXHIBIT 212-B.

G. E. Parsells. SEPT. 11. 3.

Collections.

J. H. Hellman,	statement.....	142. 11	paid 77. 61		2. 05
M. Coleman,	"	27. 50	" 27. 50		
W. T. Walker Brick Co.,	"	83. 12	" 33. 12		
Moore & Wood,		4. 88	4. 88		
C. C. Bryan,		135. 67	50. 00		. 35
				Trade..	. 10
			$193. 11		2. 50

Cranford Paving Co. statement, $612.52. Claim they sent ck. this month for $300 to Baltimore office and will send balance of account about 15th.

Oldsmobile Co., $424.57; manager out of city. Expected back Monday, when we will call on him.

A. V. Riggles, $63.00. Not in.

W. B. & T. Cot. Co., 12.60. Mr. Miller out of town.

Bagby & Co., $69.70. Will try and send us ck. on Monday.

W. F. Brenize, 127.50, will mail ck. in a few days, or as soon as he gets ck. from Dist. for work done for them.

Uhler & Co., 95.92. Claims to of sent ck. to Baltimore office.

The Independent Oil Co. visited Bladensburg, Md., to-day and cut our price ½ cent. Sold J. Edlavitch 20 gals. oil and M. Solomon 40 gals. oil on account of price. The driver had some written blanks which he wanted the merchant to sign promising to buy from the Independent and they guaranteeing to call twice a week & sell them at city prices.

G. E. PARSELLS.

DEFENDANTS' EXHIBIT 213-A.

STANDARD OIL COMPANY,
Baltimore, Md., Feb. 23, 1905.

JOHN M. WALKER,
Special Agent.

Alleged cut by Crew-Levick Co.

Mr. A. L. JONES, Jr.,
Baltimore, Md.

DEAR SIR: Mr. Robinson informs me that G. W. Meidino, 1702 Calhoun st., bought from Crew-Levick Co. and refused to buy from us to-day, giving as a reason that the Crew-Levick Co. made him a price of ½ c. less than ours.

He says that the following merchants stated that Crew-Levick had offered them ½ c. less than our price, but they have not left us yet:

N. Luckert, 1624 Pressbury st.
F. M. Wilcoxson, 2823 Parkwood st.
I. Ikenstein, 1352 Whatcoat st.
W. McCluskey, 1707 Lombard st.

I. Ikenstein buys only a little from us, but he says that what he buys from Crew-Levick Co. he gets at ½ c. less than we charge him.

Yours truly,

J. M. WALKER.
H.
S. A.

DEFENDANTS' EXHIBIT 213-B.

(Copy.)

BALTIMORE, MD., *3/21/05.*

List of parties showing loss.

Mr. J. M. WALKER,
Office.

DEAR SIR: Below I give you a list of the parties whose business we have lost since January 1st, also the gallons that they have bought from the S. O. Co. since January 1st.

	Jan.	Feb.
	Gal.	*Gal.*
C. Danzeglock, 1917 E. Monument	270	225
A. Kuenne, 533 S. Broadway	150	110
do , 700 S. Broadway	1,190	600
H. Muhlhan, 2411 Falt ave	130	110
J. Franz, 928 E. Lombard	240	175
E. Norvak, 800 S. Ann	340	80
J. Helm, 424 S. Washington	340	315
R. Sullens, 1823 Eastern ave	275	200
Thos. Shields, 1518 E. Monument	490 gal. Dec. (this is about ½ of his business).	
H. Thomas, 1631 E. Monument	210	90
E. F. Burke, Balto. & Chester	355	260
Hudson & Cannon	540	530
Bond & Ashland ave	660	575
Huber Bros., 1006 Somerset ave	230	205
H. Wyley, Bond & Milliman	530	415
Kesseling Bros., 1704 Harford ave	420	290
J. Nagenest, 1901 Chase st	675	535
I. Sacks, 1155 Fayette	80	.....
J. F. Cooper, 1800 Harford ave	370	185
C. F. Kroeber, 1704 E. Lombard	345	240

Yours truly, (Sgd.) HARRY ROFF.

P. S.—The above parties we have lost to the Crew-Levick Co., on % of special price being given them by this company.

DEFENDANTS' EXHIBIT 213-C.

STANDARD OIL COMPANY.

BALTIMORE, MD., *April 11, 1905.*

JOHN M. WALKER,
Special Agent.

Alleged Cut in Gasolene by Crew-Levick Co.

Mr. A. L. JONES, Jr., *Baltimore.*

DEAR SIR: Confirming telephone message to Mr. C. D. Hill to-day I beg to inform you that Mr. Roff thinks that the Crew-Levick Co. has commenced to cut the price on gasolene. He reports that a merchant by the name of Wiley at the corner of Bond & Milliman sts. stated to him that the Crew-Levick Co. had offered him D. S. Gasolene at ¼c. per gallon below the market. Mr. Wiley has not bought from the Crew-Levick Co. yet, but says he is waiting to see what we are going to do, as he wishes to give us a chance.

I report this to you for what it is worth, as it is impossible for me so far to prove the statement.

Yours truly,

J. M. WALKER,
H

S. A.

DEFENDANTS' EXHIBIT 213-D.

STANDARD OIL COMPANY.

BALTIMORE, MD., *Oct. 16, 1905.*

JOHN M. WALKER,
Special Agent.

Arlington & Pimlico, Md.—Price made by Crew-Levick Co.

Mr. A. L. JONES, Jr., *Home Office.*

DEAR SIR: Referring to the above subject, I beg to advise that Crew-Levick Co. is still selling the trade at the above points at ½c. off the open price.

Yours truly,

J. M. WALKER,
C
Special Agent.

DEFENDANTS' EXHIBIT 213-E.

STANDARD OIL COMPANY.

BALTIMORE, MD., *August 18, 1905.*

JOHN M. WALKER,
Special Agent.

Crew-Levick Co.—Trade at Pimlico and Arlington.

Mr. A. L. JONES, Jr., *Home Office.*

DEAR SIR: I am advised by Mr. Robinson that Crew-Levick made a delivery to G. W. Alt, Pimlico, two days ago of 90 gallons of oil and 50 gallons of gasolene at a cut price. I am not able to obtain this price, but Mr. Alt advised Mr. Robinson that it was delivered for less than our price. Mr. Alt, for sometime, has been buying oil from the Red C and gasolene from us.

Mr. Robinson states that Mr. Ketcham, Arlington, advises that the Crew-Levick wagon is coming to see him. I have advised Mr. Robinson to keep a lookout, and advise whether or not they do business with Mr. Ketcham, whose business amounts to about 8 barrels per month.

Yours truly,

J. M. WALKER,
H
Special Agent.

DEFENDANTS' EXHIBIT 213-F.

STANDARD OIL COMPANY.

BALTIMORE, MD., *Sept. 8, 1905.*

JOHN M. WALKER,
Special Agent.

Crew-Levick Co.—Trade at Pimlico and Arlington.

Mr. A. L. JONES, Jr., *Home Office.*

DEAR SIR: Please refer to the last paragraph of my letter of August 18th, on the above subject. I have before me Mr. Robinson's report of the 5th inst., in which he advises that Crew-Levick Co. have sold F. M. Ketcham refined oil.

This customer is a very good customer of ours, indeed. Mr. Robinson is not yet able to obtain the price made this party by Crew-Levick.

Yours truly,

J. M. WALKER,
C
Special Agent.

DEFENDANTS' EXHIBIT 213-G.

Mrs. Sietz, 1135 Columbia ave., J. Jacobs, 1214 Bayard st., have been offered oil ½c. under our price C-L. Neither have bought outside yet. Phoned by B. Robinson.
2/23/5

DEFENDANTS' EXHIBIT 213-H.

STANDARD OIL COMPANY.

BALTIMORE, MD., *9/18/05.*

JOHN M. WALKER,
Special Agent.

Crew-Levick Co.—Trade at Pimlico & Arlington.

Mr. A. L. JONES, Jr., *Home Office.*

DEAR SIR: I desire to call your attention to Mr. Robinson's report of the 11th inst., on F. M. Ketcham at Arlington.

I have also received a letter from Mr. Robinson, verifying this report, in which he states that Crew-Levick were giving Mr. Ketcham ½c. off on oil and gasoline. Mr. Ketcham is one of our good customers.

Yours truly,

J. M. WALKER,
C
Special Agent.

DEFENDANTS' EXHIBIT 214.

[Synopsis of Amendments to tariff 24, Petitioner's Exhibit 558, read from the record in the case of the Standard Oil Company of Indiana vs. United States of America, in the Circuit Court of Appeals for the Seventh Circuit, per stipulation page 2023, vol. 16, of record.]

Seventy-three amendments to said Government Exhibit No. 2 are hereto attached, numbered from 1 to 19 inclusive, 21 to 46 inclusive, and 48 to 74 inclusive, and 70½, all bear the file mark of the Interstate Commerce Commission on various dates from No. 1 of May 15, 1899, to No. 74 of July 25, 1906. None of said amendments make any change in the rate on freight of the 5th class, or make any commodity rate on any commodity named in the indictment. No list of officials of the various railroads, as shown on page 40 of the original tariff 24, is shown on any of the amendments.

The title page of each of the amendments contains a list of railroads in the form shown on the first page of the original tariff 24. Amendments 1 to 14 inclusive, all filed with the Interstate Commerce Commission on or before May 17, 1900, have in the said list of railroads the name "Chicago & Alton Railroad." Amendments 15 to 19 inclusive, 21 to 46 inclusive, and 48 to 70 inclusive all likewise, filed, on various dates from June 11, 1900 to May 11, 1906, have in the said list of railroads the name "Chicago & Alton Railway." Amendments 70½ and 70 to 74, inclusive, likewise filed on various dates from May 17, 1906, to July 25, 1906, have in the said list of railroads the name "Chicago & Alton Railroad."

The following commodity rates, among others, are named in said various amendments. The numbers (figures) hereinafter set opposite the names of such commodities show the rate in cents per hundred pounds, except as otherwise stated, the number first given (i. e., the number in the first column) being for rates for less than carloads, and the number secondly given (or given in the second column) being for carloads, respectively, from Chicago and common points in said Group A; the numbers following (i. e., the numbers in the third and fourth columns) being such rates, respectively, for (1) less than carloads and (2) for carloads from Milwaukee and common points in Group B, such rates in both instances being from said points respectively to East St. Louis and points in said Group 1. A dotted line, thus.....in lieu of a number in the columns of numbers means that no rate is stated.

The dates below shown in connection with the several amen are, respectively, the effective date, according to the terms thereof, placed before the number of such amendment, and following the said number and date of filing with the Interstate Commerce Commission as shown by the stamp on such amendment, viz:

June 1, 1906. Amendment No. 71. May 22, 1906.

Asphalt, minimum weight capacity of car	6	.....	8
Oil, linseed, in tanks, capacity of car	8	.....	10
Oil, linseed, in barrels, O. R. L., min. wt. 27,000 lbs	8	.....	10
Soap lye and crude glycerine, in tank cars, capacity of cars, or in iron drums loaded in box cars, minimum weight 30,000 lbs	10	.....	12
Soap, boxed, soft soap in barrels, liquid soap, in tin cans or glass, boxed or in barrels, soap powder, washing powders, washing soda (powdered), and washing and scouring compounds, N. O. S., including borax (exclusive of bluing), in boxes or barrels, in straight or mixed C. L., minimum weight 30,000 lbs	10	.....	12
Dried peas, beans, pop corn (not popped), and screenings of grain and seeds, ground shells, in bulk in boxes, barrels, or bags, straight or mixed C. L., minimum weight 30,000 lbs	8	.....	...

June 15, 1906. Amendment No. 72. June 4, 1906.

Brick, common building, minimum weight marked capacity, southbound only	5	.....	7
Glucose, in tank cars, capacity of the tank	6	.....	...
Rosin, minimum weight 40,000 lbs	6½	.....	8½
Soap, lye and crude glycerine, in tank cars, capacity of cars, or in iron drums loaded in box cars, minimom weight 30,000 lbs	8	.....	10
*Starch, minimum weight 30,000 lbs	8	.....	10
Dried peas, beans, pop corn (not popped), and screenings of grain, and seeds, ground shells, in bulk in boxes, barrels, or bags, straight or mixed C. L., minimum weight 30,000 lbs	8	.....	10
Whiting, minimum weight 40,000 lbs	6½	.....	8½

July 10, 1905. Amendment No. 59. July 6, 1905.

Molasses, minimum weight 30,000 lbs	9	.....	11

Said amendment No. 11 is made effective by its terms on January 1, 1900, and bears the stamp of the auditor's office of the Interstate Commerce Commission of December 29, 1899.

That part of the first page of said amendment 46 above the words "Commodity rates" is similar in form to the upper part of the first page of each of the other amendments with the change of effective date and number, except that the words "Chicago and Alton Railway" or "Chicago and Alton Railroad" appear on said several amendments as above stated. The various amendments in so far as they make rates or make changes in previous rates as specified in said tariff 24 or any of the previous amendments are in substantially the same form as said amendment 46. Each of the amendments contains at the end the words: "Horace Tucker, Chairman." Amendment No. 15 also has at the end, immediately above the words "Horace Tucker, Chairman," the following statement: "Amendments Nos. 14 and 15 comprise all changes to tariff 24," and each of the subsequent amendments prior to No. 61 has a like statement to the effect that either that particular amendment or that amendment and one other, specified by number, comprise all changes to tariff 24, and all of the other amendments except Nos. 61, 62, 66, and 69 have a similar statement on the first page of the amendment.

Said amendment No. 46 to said tariff 24 bears the file mark of the auditor's office of the Interstate Commerce Commission of November

* From Chicago and intermediate points to East St. Louis, C. L., 7 cents; to St. Louis, Mo. C. L., 7½ cents.

20, 1903, and contains certain commodity rates between Chicago and East St. Louis, as follows:

Commodity rates.

Index No.	ARTICLES. In cents per 100 pounds, except as otherwise stated. The minimum weight on carloads 24,000 lbs., unless otherwise specified. The commodity rates given in tariff No. 24 or amendments issued from time to time are local rates only, and can not be used as proportions of through rates shown in any of the division sheets issued by this association.	Between Chicago and common points in Group A and East St. Louis and points in Group 1.	
		L. C. L.	C. L.
9	Apple parings, minimum weight 60,000 lbs	.....	8
34	Coke, minimum weight 30,000 lbs., per net ton	.....	$1.35
47	Enameling plates, minimum weight 30,000 lbs	.....	8
51	Flour, minimum weight 30,000 lbs	.....	8
53	Foundry facings, minimum weight 40,000 lbs	.....	9
61	Grits, refined, minimum weight 30,000 lbs	.....	7
62	Ground limestone, minimum weight 30,000 lbs	.....	7
94	Iron railroad chairs, nut-locks, links and pins, spikes, splices, angle bars and fastenings, bolts, bolsters, brake beams and castings, brake shoes, frogs, car couplers, car wheels and axles (new or old), drawbars and draw-bar attachments, end castings, bumpers, car journal boxes, iron surface cattle guards, switch stands, split switches and rail braces, turntables and parts of same, in straight or mixed C. L., minimum weight 30,000 lbs	15	8
95	Rails, steel or iron, in dollars and cents per gross ton of 2,240 lbs., C. L., minimum weight 15 gross tons	15	$1.0
119	Lumber from East St. Louis, regardless of origin. See lists of commodities taking lumber rates on page 10.	.....	8
123	Meal, corn, minimum weight 30,000 lbs	.....	7
126	Mill feed, bran and middlings, min. weight, 30,000 lbs	.....	7
133	Packing-house products, C. L., in refrigerator or ordinary cars. The term "packing-house products," C. L., includes the following articles: Bacon, cured, in bags, barrels, boxes, casks, or crates; beef, dried, loose, or in sacks, boxes, barrels, or crates; beef, pickled; beef and hog intestines, uncleaned, in boxes or barrels; bladders, in boxes or barrels; cotton-seed foots; cracklings; dried weasands, in boxes or barrels; grease, in buckets, tubs, pails, or barrels; hair, hogs'; hams and shoulders, cured, in bags, boxes, barrels, crates, or casks; hides and sheep pelts, green; lard, in crocks, buckets, boxes, barrels, or casks; lard, leaf, packed or in bulk; lard, in bulk, in tank cars; lard substitutes; meats, canned; meats, dried or salted, in bags, boxes, barrels, crates, casks, or in bulk; meats, pickled, in glass; oleo oil, in barrels or tierces; pigs' feet, in bulk, to be loaded and unloaded by owner; pigs' feet, in wood; pork, cured, packed; sausage, dried; sausage casings, pickled, in barrels or kegs; sheepskin trimmings, green; stearine; tails; tallow oil; tallow and tripe, in kegs, barrels, or casks, minimum weight 26,000 lbs	.....	10
172	Tin, scrap, minimum weight 30,000 lbs	.....	9
189	Whiskey, also wood alcohol, min. weight 30,000 lbs	.....	17

DEFENDANTS' EXHIBIT 215.

South Lima crude prices.

1886. May 13th, 40c.
Aug. 10th, 37½c.
" 24th, 35c.
1887. Feb. 28th, 30c.
May 3rd, 27½c.
May 17th, 25c.
June 21, 20c.
July 14, 17½c.
July 20, 15c.
1890. Mar. 6th, 20c.

Prices South Lima crude at wells.

Year.	Opening.	Highest.	Lowest.	Closing.
1880				
1881	.15	.37½	.15	.30
1882	.30	.35	.30	.35
1883	.35	.37½	.35	.37½
1884	.37½	.46½	.37½	.46½
1885	.46½	.50	.46½	.50
1886	.50	1.25	.50	.80
1887	.80	.80	.52	.55
1888	.55	.55	.41	.41
1889	.41	.75	.41	.75
1890	.75	1.12	.75	1.12
1891	1.12	1.21	.74	.82
1892	.82	.89	.74	.80
1893	.80	1.10	.80	1.10
1894	1.10	1.33	1.06	1.31
1895	1.31	1.31	.95	.96
1896	.96	.96	.81	.89
1897	.89	.93	.85	.85
	.85	.89	.85	.89

Notes.

1893, Jan. 13th to Dec. 31st, North Lima Crude 2½c. above.
1894, Jan. 1st to " 26th " " " " "
1894, Dec. 26th to " 31st " " " 5c. "
1895, North Lima Crude ranging from 5c. above at opening to 10c. above at closing.
1896, North Lima Crude ranging from 10c. above at opening to 5c. above at closing.
1897, to date, North Lima Crude 5c. above.

DEFENDANTS' EXHIBITS 216, 217, 218.

Marked for identification. (See record, page 2643, Vol. 16.)

DEFENDANTS' EXHIBIT 219.

G. P. L. Co. No. 1. I. C. C. No. 1.

GULF PIPE LINE COMPANY.

PIPE LINE TARIFF.

The rate published in this tariff is for the transportation of crude petroleum, subject to the regulations of the company in effect at the time of shipment.

From the company's established receiving station in the Glenn Pool oil field, near Tulsa, Indian Territory.

To the company's established delivery station near Port Arthur, Texas.

Rate per barrel of 42 gallons, forty-five cents.

And in addition all oil accepted at the receiving station for shipment will be subject to a further charge of twelve and one-half cents per barrel of 42 gallons for gathering same.

The rates in this tariff are subject to change at any time by giving thirty days' notice, as provided by law.

There is no established station for the receipt of oil except at said Glenn Pool oil field, nor for the delivery of oil except at said terminus of the company's line near Port Arthur, Texas.

Effective on the completion of the pipe line of said company, about September 15th, 1907.

C. H. MARKHAM,
Vice-President,
Gulf Pipe Line Company.

[Defendants' Exhibit 219—Page 2.]

GULF PIPE LINE CO.

REGULATIONS.

1. This company will only supply storage facilities under these regulations inc* and necessary to interstate shipment of oil received by the company for transportati*

2. The minimum amount of oil which the company will receive for transportat* twenty-five thousand barrels. No oil will be received by the company for transpor* except oil from the Glenn sand in the Glenn pool, near Tulsa, Indian Territory, and no* will be received,

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*Corner of original exhibit torn off at the points indicated by the stars.

the quality of which has been seriously impaired through the character storage in which same has been held, or which is in litigation, or as to which a dispute of title may exist, or which may be incumbered by any liens; nor will oil be received unless same be free from water and other foreign substances.

3. Prior to the receipt of oil from the tanks of the shipper, same must be tested by the regular agent of the company for that purpose, and a deduction of three per cent in quantity will be made for evaporation and other loss during transit, and the net balance thereof will be the amount stated in the contract of transportation and the limit of quantity for which the company may be liable.

4. The company shall be under no obligation to make delivery of the same oil which it may receive, but all oils received for shipment are to be delivered out of its common stock of Indian Territory oil at the delivery station.

5. The company may refuse to accept oil for shipment unless satisfactory evidence be given that the shipper or consignee has made provision for the prompt receipt of said oil at the delivery station.

6. The obligation of the company is to deliver at said delivery station the quantity of oil stated in said contract, and such delivery will be made within fifteen days from the date of such contract, and may be made at any time within said fifteen days' period upon twenty-four hours notice to the shipper or consignee, who shall receive said oil from the delivery tanks of the company with all possible dispatch and as discharged from the delivery tanks of the company or tendered by the latter for receipt by the shipper or consignee. At the expiration of said twenty-four hours notice a demurrage charge shall accrue on said oil not received as tendered by the company of one-tenth of one cent per barrel of 42 gallons for each day of twenty-four hours or fractional part thereof until said oil be received.

7. In case of fire destroying any oil in the custody of the company after the oil specified in the contract of transportation has been received, and before same shall have been delivered to the consignee, the shipper shall stand a loss proportionately as the amount of his shipment is to all the oil in the custody of the company at the time of such fire; and shall be entitled to have delivered only such proportion of his shipment as is left after deducting his due proportion of the loss as above; but in such event shall be required to pay carriage charges only on the quantity of oil delivered.

8. The company shall have a lien upon all oils by it received for transportation to secure the payment of all charges, including demurrage charge, and it may withhold said oil from delivery until all of said charges shall have been paid, and if said charges shall remain unpaid fourteen days after the time for delivery as above, the company may by any agent sell said oil at public outcry for cash, making said sale at its public office in Beaumont, Texas, between the hours of 10 o'clock a. m. and 4 o'clock p. m. on any day not a legal holiday, and not less than twenty-four hours after publication of notice in a daily newspaper in said city of the time and place of such sale and the quantity of oil to be sold. The company may be a bidder and purchaser at such sale. Out of the proceeds of such sale the company may pay itself all charges, including demurrage charge, and the balance it will hold for whomsoever may be lawfully entitled to it.

DEFENDANTS' EXHIBIT 220.

REGULATIONS PRESCRIBED BY THE SECRETARY OF THE INTERIOR IN ACCORDANCE WITH THE PROVISIONS OF THE ACT OF MARCH 11, 1904 (33 STAT. L., 65), GOVERNING THE GRANTING OF RIGHTS OF WAY FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF PIPE LINES, PUMPING STATIONS, AND STORAGE TANKS FOR THE TRANSPORTATION AND STORING OF OIL THROUGH LANDS IN OKLAHOMA AND INDIAN TERRITORIES.

[No exclusive right to construct pipe lines, pumping stations, or storage tanks will be granted.]

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, D. C., December 21, 1906.

The following regulations are prescribed under the act of Congress approved March 11, 1904 (33 Stat. L., 65), to govern the granting of rights of way for pipe lines, pumping stations, and storage tanks, and their construction, operation, and maintenance in connection with the transportation and storage of oil when the lands involved are situated within Oklahoma and Indian Territories.

THE APPLICATION.

1. No company or individual is authorized to construct oil pipe lines across Indian lands in Oklahoma and Indian Territories until authority therefor has first been obtained from the Secretary of the Interior.

2. Any company or individual desiring to obtain such permission must file an application therefor in the Office of Indian Affairs, for transmission to the Secretary of the Interior. Such application should, in as particular a manner as possible, describe the route of the proposed oil pipe line or lines, and must be accompanied, in the case of a company or corporation, by the following papers:

A copy of its articles of incorporation, duly certified by the proper officer of the company under its corporate seal or by the secretary of the State or Territory where organized; a copy of any special State or Territorial law under which the company was organized, with certificate of the governor or secretary of the State or Territory that it is the law applicable thereto; when the law directs that the articles of association or other papers connected with the organization be filed with any State or Territorial officer, the certificate of such officer that they have been filed according to law, with the date of filing thereof; proof of compliance with the laws of Oklahoma or Indian Territory, or both, as the case may be; the official statement, under seal of the proper officer, that the organization has been completed and that the company is fully authorized to proceed with the construction of oil pipe lines according to existing laws, such statement to be made upon Form 1, hereinafter set forth; an affidavit by the president, under the seal of the company, showing the names and designations of its officers at the date of the filing of the proof, to be made upon Form 2, and satisfactory evidence of the good faith of the company and its financial ability in the matter of the construction of the proposed lines. Applications must also be accompanied by an affidavit

of the chief engineer, to be made upon Form 3, a certificate of the president or vice-president of the company, to be made upon Form 4, and an application for permission to construct the lines, to be made upon Form 5, all of said forms being hereinafter set forth as a part of these regulations.

No exclusive right of way will be granted, nor will a right of way be granted for the construction of a trunk pipe line less than eight (8) inches in diameter, except when such pipe line shall be specifically excepted by the Secretary of the Interior, and no application for the construction of a pipe line will be approved unless the applicant agrees that such pipe line shall be held to be a common carrier and agrees to all the provisions hereof. All applications must be on the prescribed form contained herein; and in addition to the information hereinbefore required, applicants will supply information as to the outlet which they expect to be able to furnish for the transportation of crude or refined oil, and to show whether they are the owners or possessors of oil refineries at the point of destination and of their intentions, if any, to construct new refineries.

Information will be required as to the demand for fuel oil and other petroleum products at or near the points of destination and the prices prevailing therefor, and with respect to existing refineries at such points; and applicants for a right of way hereunder will show their present interest, if any, in oil wells and oil lands, whether direct or by agent, or by contract or other arrangements with the owners, lessees, or other persons or companies interested directly or indirectly in such wells or lands, and declare the nature of the contracts or arrangements with such owners.

Applications must be accompanied by an estimate of the cost of construction of the proposed pipe lines, pumping stations, and storage tanks, their daily capacity in barrels, and such information as is obtainable in regard to the probable production of the field intended to be served.

Applicants must submit an outline of their plans to serve the field entered by their lines, their arrangements for storing and shipping oils of different grades, and their system for keeping account of such shipments.

3. Pipe-line owners will be required to treat all shippers of oil with equal fairness, without discrimination as to rates of transportation, or as to the use of facilities, and without preference as to their own oil. The Secretary of the Interior will impose such administrative regulations as will prevent such discrimination and as will secure to all shippers an equal and just opportunity to have their oil transported, and particularly in case the production of oil and the tenders for shipment shall exceed the capacity of the pipe lines.

4. The approval of any application for oil pipe lines and other privileges is on the condition that the permittees thereof shall accept and deliver shipments of oil at any regular station on their line. The Secretary of the Interior may, if he believes such action necessary and practicable, require individuals or companies granted rights of way for pipe lines hereunder to construct additional stations and extend their lines to particular wells or pools at their own expense; and if in the exercise of this authority a question shall arise as to the fairness of such proceeding, the dicision of the Secretary of the Interior therein shall be final.

5. The Secretary, or his duly accredited representative, shall have access at any and all times to all the books, accounts, records, papers, and physical properties of such pipe lines and of companies or individuals owning or leasing such lines. The owners or operators of pipe lines shall make such reports as shall hereafter be prescribed by the Secretary, giving the cost of operating the said lines, the volume of the business transacted, and such other information as may be required.

6. Pipe-line companies which purchase oil shall not discriminate between different producers in the prices paid for similar grades of oil, and the Secretary of the Interior will impose such administrative regulations as shall secure the payment of the same price by such pipe lines for the same grades of oil under similar conditions.

7. The Secretary of the Interior will establish such administrative regulations from time to time as shall secure to the shipper who delivers oil to the pipe line to become part of a common stock the ability to withdraw from such stock an equal quantity of oil of corresponding grade and value, and for this purpose may require, after full hearing and inquiry, the separate transportation and storage of oils of different grades and value.

MAPS OF DEFINITE LOCATION.

8. Maps of location presented for approval under these regulations shall be drawn on tracing linen, in duplicate, and filed in the Office of Indian Affairs.

Where the proposed line is in excess of 20 miles, separate maps must be filed in approximately 20-mile sections.

The scale of maps showing the line of route shall be 2,000 feet to an inch. The maps may, however, be drawn to a larger scale when necessary; but the scale must not be so greatly increased as to make the map inconveniently large for handling.

The termini of the line of route shall be fixed by reference of course and distance to the nearest existing corner of the public survey. The map, engineer's affidavit, and president's certificate upon Forms 3 and 4, hereinafter set forth, shall each show these conditions.

Each map must be accompanied by evidence of the service of an exact copy thereof, and the date of such service, on the United States Indian Agent or other officer in charge.

Except for good and sufficient reasons to the contrary no action will be taken on such maps until the expiration of twenty days from the date of such service.

A company will not be permitted to proceed with the construction of any part of its line until the map and application showing the location thereof have first been approved by the Secretary of the Interior.

9. When the construction of an oil pipe line is completed, an affidavit, in duplicate, made by the individual owner or the president of the company setting forth the fact, must be filed in this office; and should a change from the route indicated on the approved map of location be found to be necessary on account of engineering difficulties or otherwise, new maps and field notes of the changed route must be filed and approved, and a right of way on such changed lines acquired, damages ascertained, and compensation paid on account thereof, in all respects as in the case of the original location, before construction on such changed line shall be allowed to proceed.

COMPENSATION AND DAMAGES.

10. On the approval of a map of definite location, specific directions will be given in the matter of the acquirement of the right of way and determination of damages occasioned by the construction of the line. The United States Indian agent or other officer in charge will, as a rule, be designated to determine the compensation and damages, subject to the approval of the Secretary of the Interior. No company or individual shall independently attempt to negotiate with allottees for such right of way and settlement of damages.

11. When any subsequent damages may arise by reason of the bursting of any pipe, or by the entry on any land of any nation or tribe, individual occupant, or allottee, of the employees of a company or individual for the purpose of repairing the line, compensation therefor shall be made to such tribe, occupant, or allottee under directions of the Secretary of the Interior.

MANNER OF CONSTRUCTION.

12. Pipe lines authorized under these regulations shall be buried a sufficient depth under the surface as not to interfere with the cultivation of the land above, and at the risk of the company or individual laying them. Any authority granted to any company or individual is subject to the right of the full use and enjoyment of the premises by the nation or tribe, individual owner, occupant, or allottee, except as otherwise provided by the act and these regulations.

13. Any individual or company obtaining the benefits of these regulations does so with the understanding that all claims for damages of whatever nature to any of the pipes or pipe lines, arising from the cultivation in the usual manner of the land lying above such pipes or pipe lines, are waived on the part of said individual or company.

14. Where such pipes or pipe lines are laid under any road or traveled highway the individual or company constructing them shall keep open to travel during construction at least one-half in width of such road or highway, and on completion of construction shall restore such highway to its original condition, refilling any excavation whenever, by settling or other causes, the necessity may arise.

15. Wherever any such pipes or pipe lines are constructed across a ravine, canyon, or waterway, they shall be laid either below the bed of such ravine, canyon, or waterway, or on such suitable superstructure as will not cause obstructions.

PUMPING STATIONS AND TANK SITES.

16. Where additional right of way is required for the location of pumping stations or sites for receiving and distributing tanks, application therefor should be made in manner as herein provided for pipe lines, accompanied by a map showing the location of the right of way desired with connecting line to the main pipe line. Applications for such additional right of way may be submitted separately or may be incorporated in the application for the main line.

Action with respect to the approval of maps of this character will be taken on the merits of each case, considering the character of the holdings. The matter of compensation will be determined in such manner as the Secretary of the Interior may direct in each case.

IN GENERAL.

17. Any permit granted heretofore or under these regulations shall be subject to any changes or amendments in or to these regulations hereafter made by the Secretary of the Interior.

18. No pipe line or any controlling interest in the same or in the company owning the same shall in any way, either directly or indirectly, be sublet, transferred, assigned, sold, or mortgaged to any other pipe line company or to any individual or individuals controlling or owning any other pipe line company, without the written consent of the Secretary of the Interior.

19. It is made hereby an express condition of the acceptance of a permit or permission to build or operate a pipe line and appurtenances under these regulations that if at any time the Secretary of the Interior shall be satisfied that any of the provisions of these regulations, or of any amendments or changes thereof hereafter established have been or are being violated, the said Secretary of the Interior, after ten days' notice to the owner or owners of such pipe line of his intention so to do shall have authority summarily to suspend, cancel, or revoke said permission to construct or operate such pipe line, pumping stations, and storage tanks, and it is further provided and made an express condition of the acceptance of such permission that the Secretary of the Interior shall at any time have power to so suspend, cancel, or revoke such permission in case he should be satisfied that such pipe line is involved in any transaction tending to improperly regulate the price, supply, or distribution of oil, or to bring about such combination of pipe-line interests as shall be in substantial violation of the intent of section 18 hereinbefore set forth. And upon such suspension, cancellation, or revocation of permission, and during the period of its suspension the Secretary of the Interior shall have power to place in charge of such pipe line and its appurtenances a person to be designated by him, who shall be accountable to him and shall manage and operate the same under his direction.

F. E. LEUPP,
Commissioner.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., December 21, 1906.

Approved.
E. A. HITCHCOCK,
Secretary.

DEFENDANTS' EXHIBIT 221.

T. T. C. No. 1. I. C. C. No. 1.

THE TEXAS COMPANY.

LOCAL PIPE-LINE TARIFF.

The rates named by this tariff are for the transportation of crude petroleum by the Texas Company's Oklahoma-Texas trunk pipe line and are subject to the regulations made part hereof and set forth on page 2.

From the point in the Glenn Pool (I. T.) now established for reception of crude petroleum into the Texas Company's trunk line.

To West Dallas (Texas) station on said trunk line, or

To Eleanor (Texas) station on said trunk line.

At twenty-five (25) cents per barrel of 42 gallons.

This is the first tariff issued and applicable to the station named, and so becomes effective within a less period than would otherwise apply.

Issued August 24, 1907. Effective September 1, 1907.

Subject to change under terms of law.

J. S. CULLINAN,
President of the Texas Company,
Beaumont, Texas.

[Page 2.]

The Texas Company.

REGULATIONS.

The Texas Company will undertake interstate transportation of crude petroleum only by its trunk pipe line, receiving and delivering such through its own facilities and not otherwise, subject to further provisions as follows:

1. Separate pipeage contracts for shipments, in accord with this tariff, and these regulations covering other proper details, must be executed by the parties a reasonable time before the duty of transportation arises.

2. Crude petroleum will be received subject to the right and the consequences of mixing such and delivering such from common stocks only, the minimum gravity at any time of its reception for transportation to be 30 degrees Beaume, the usual and proper methods of measurements to apply.

3. Storage incident and during transportation only is available and can be afforded, and the shipper must provide facilities for receiving the oil at destination.

4. The right to require prepayment or acceptable security for charges is reserved, also satisfactory assurance that the crude petroleum is free from liens and charges, and that the shipper has the right to direct its disposition.

5. No limitations are prescribed at this time as to quantities, but reasonable limits will be required by the terms of pipeage contracts, and in the event of tenders in excess of capacities, including outstanding pipeage obligations, the right to reasonably allot and proportion is reserved by the Texas Company, and tender for transportation shall not be good for quantities in excess of such as is already in or available for immediate delivery into the Texas Company's pipe lines at the time of such tender.

6. Patrons may use, without additional charge, the company's private telegraph lines for messages incident to the business; the Texas Company, however, not to be liable for delivery of messages away from its offices nor for delay in transmission, nor for interruption of service.

7. All crude petroleum transported under this tariff is subject to further charges for gathering preliminary to receiving same into the main trunk line, according to the then existing schedule of such charges, which are subject to change and which at present are as follows:

Where the distance is 15 miles or more, 20 cents per barrel.

Where the distance is less than 15 miles, but more than 10 miles, 15 cents per barrel.

Where the distance is less than 10 miles, 12½ cents per barrel.

Air line distance to apply in accord with the Texas Company's field maps. The transportation charge includes delivery into cars furnished by shipper or into shipper's storage (if any) at destination. If other delivery is desired, special arrangements must be made, covering additional charge proportionate to the service rendered, in no case to be less than 2½ cents per barrel.

DEFENDANTS' EXHIBIT 222.

Not to be copied into record.
(See record, pages 3532, vol. 17.)

DEFENDANTS' EXHIBIT 223.

CHICAGO AND ST. LOUIS TRAFFIC ASSOCIATION.

745 Monadnock Building.

CHICAGO, *August 27, 1904.*

Exceptions to Tariff No. 24, September 1, 1904.
This list includes all exceptions.

Item.	Between Chicago, Ills., and E. St. Louis, Ills.—Commodities.	Min. weight.	In cents per 100 lbs., unless otherwise noted.
1	Wheat and other grain (but not including grain products or malt)	Marked cap'y of the car	6
2	Pig and scrap iron, old axles and iron ore	20 gross tons	$1.40 gro. ton.
3	Old car wheels, scrap	20 " "	$1.00 " "
4	Iron billets or blooms	20 " "	1.40 " "
5	Bolsters	30,000 lbs	7
6	Car springs	30,000 "	12
7	Cement, carloads	Mk'd cap'y car	6
8	Iron pipe, pipe fittings, iron valves, or iron water gates	40,000 lbs	6
9	Hard coal, C. L.	40,000 "	$1.00 per ton.
10	Baking powder, C. L.	30,000 "	12
11	White lead, C. L.	40,000 "	10
	SOUTH BOUND		
12	Railroad rails: Chicago, Joliet, and South Chicago to E. St. Louis	20 gross tons	$1.40 gro. ton
13	Cotton ties: Chicago or Joliet, Ills., to East St. Louis, Ills.	40,000 lbs	5
14	Pickles, sauces, mustards, mixed C. L.	30,000 "	15
15	Leather, less carloads		25
16	Washers and sash weights, carloads	40,000 lbs	6
17	Wire rods, carloads	20 gross tons	$1.50 gro. ton.
18	Brick, common building, carloads	Mk'd cap'y car	4.5
19	Lumber, C. L. (also applies to Alton, Ills.)	30,000 lbs	9
20	Copperas, C. L. (Chicago and Joliet, Ill., to E. St. Louis, Ill.)	40,000 "	6
21	Glucose, corn syrup, grape sugar, glucose jelly, sugar syrup, sorghum syrup, molasses, in straight or mixed carloads	30,000 "	8
22	Ice, min. 50,000 lbs., unless the marked capacity of the car is less, Chicago to East St. Louis, Ills.		$1.25 per ton.
23	Cotton linters, compressed, in bales or rolls	20,000 lbs	10
24	Vinegar, carloads	30,000 "	6
	NORTH BOUND.		
25	Beer, carloads	24,000 lbs	10
26	Kegs, white lead	24,000 "	11
27	Brick, paving (also applies from Alton, Ill.)	Mk'd cap'y car	5
28	Clay pigeons, carloads	24,000 lbs	10
29	Clay pigeons, less carloads		22
30	Flour, C. L. (also applies from Alton, Ills.)	30,000 lbs	6

HORACE TUCKER, *Chairman.*

The following stamps appear upon this sheet:

C. B. & Q., G. F. O. No. 15512.
Cancels G. F. O. 13722, of 1904.

Cancelled.
Jan. 15, 1905.
By C. B. & Q., G. F. O. No. 8736.

DEFENDANTS' EXHIBIT 224.

(Copy.)

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

FREIGHT DEPARTMENT.

WM. CAMPBELL, Gen'l Freight Agent.
S. J. COOKE, Ass't Gen'l Frt. Agt.
H. H. RHODES, Ass't Gen'l Frt. Agt.

ELLSWORTH BUILDING, 355 DEARBORN ST.,

Chicago, Ill., Mar. 18, 1898.

In your reply please refer to A–520.

Mr. S. H. McCLINTOCK,
Chicago, Ill.

DEAR SIR: Referring to our conversation to-day we will name you 6 cents per cwt. on petroleum and its products in carloads from Whiting, Ind., to Evansville, Ind., when destined to the following points, viz:

Athens, Ga.
Columbus, Ga.
Demopolis, Ala.
Eufaula, Ala.
Elberton, Ga.
Holly Springs, Miss.
Jackson, Tenn.
Milledgeville, Ga.
Okolona, Miss.
Opelika, Ala.
Selma, Ala.
Starkville, Miss.
Trenton, Tenn.
Union City, Tenn.
Washington, Ga.
West Point, Ga.
8/10/99 Humboldt, Tenn.

Shipments will be billed prepaid to Evansville and collections will be made currently. Instructions will be given immediately so that shipments now ready to move will be properly taken care of.

Yours, very truly,

(Signed) WM. CAMPBELL,
General Freight Agent.

DEFENDANTS' EXHIBIT 225.

(Copy.)

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

FREIGHT DEPARTMENT.

WM. CAMPBELL, Gen'l Freight Agent.
S. J. COOKE, Ass't Gen'l Frt. Agt.
H. H. RHODES, Ass't Gen'l Frt. Agt.

ELLSWORTH BUILDING, 355 DEARBORN ST.,

Chicago, Ill., Jan. 8th, 1901.

In your reply please refer to A.–520.

Mr. S. H. McCLINTOCK,
5 Wabash Ave., City.

DEAR SIR: This is to advise you that our tariff naming rate of 6 cents per 100 lbs. on petroleum and its products, carloads, from Whiting to Evansville, Ind., when destined points south of the Ohio River as below is still in effect. The following are the points south of the Ohio River:

Athens, Ga.	Humboldt, Tenn.	Selma, Ala.
Birmingham, Ala.	Jackson, Tenn.	Starkville, Miss.
Columbus, Ga.	La Fayette, Ala.	Trenton, Tenn.
Demopolis, Ala.	McKenzie, Tenn.	Union City, Tenn.
Eufaula, Ala.	Milledgeville, Ga.	Washington, Ga.
Elberton, Ga.	Okoloma, Miss.	West Point, Ga.
Holly Springs, Miss.	Opelika, Ala.	

Shipments will be billed prepaid to Evansville, Ind., and collections will be made currently as heretofore.

Yours, truly,

(Signed) WM. CAMPBELL,
SJC

DEFENDANTS' EXHIBIT 226.

(Copy.)

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

FREIGHT DEPARTMENT.

ELLSWORTH BUILDING, 355 DEARBORN ST.,
Chicago, Ill., Jan. 10, 1901.

In your reply please refer to A. 520.

WM. CAMPBELL,
General Freight Agent.
J. COOKE,
Ass't Gen'l Frt. Agt.
J. RHODES,
Ass't Gen'l Frt. Agt.

S. H. MCCLINTOCK,
5 Wabash Avenue, City.

DEAR SIR: Referring to my letter of the 8th inst. will state that following may be added to the list of points south of the Ohio ver taking rate of 6 cents per 100 lbs. on petroleum and its products, rloads, from Whiting to Evansville, Ind. The points are:

Greensboro, Ala.
Springfield, Tenn.

Shipments will be billed prepaid to Evansville, Ind., and collections ill be made currently as heretofore.

Yours, truly,

(Signed) WM. CAMPBELL.
SJC.

DEFENDANTS' EXHIBITS 227 TO 250 (INCLUSIVE).

(Blue prints, which by stipulation are not printed. See Record, ge 3667, vol. 17.)

FOLD OUT IS TOO LARGE TO BE FILMED

DEFENDANTS' EXHIBIT 253.

Laurel Hill to Three Cor. Stone, two 8″, one 6″; 13.31 miles..	1,959 bbls.	mixtu
Three Cor. Stone to Watson, one 6″, one 8″; 4.58 miles.....	126 "	"
Keyser Ridge to Deal Farm, two 6″, one 8″; 14.12 miles.....	788 "	"
Deal Farm to Mt. Savage, two 8″, one 6″; 4.70 miles.....	127 "	"
Total.....	3,000 "	"

DEFENDANTS' EXHIBIT 254.

The Penn Switch experiments were made without separators in t pipe. Two of the Morgantown-Millway tests were also made witho separators. The comparative results are:

	Sept. 13-21.	Oct. 20-25.
By calculation.....	17,800 bbls.=11.4% of batch.	17,800 bbls.=12.7% of bat
Actual test results.....	15,748 bbls.=10.1% of batch.	16,872 bbls.=12% of batch
Difference.....	2,052 bbls.=1.3% of batch..	928 bbls.=.66% of batc

Two of the Morgantown-Millway practical operation tests we made with separators. The effect of these devices can now be asce tained. The results are:

	Sept. 28-Oct. 3.	Nov. 6-11.
By calculation.....	17,800 bbls.=22.3% of batch.	17,800 bbls.=13.6% of bat
Actual test results.....	17,044 bbls.=21.3% of batch.	17,153 bbls.=13.0% of bat
Difference.....	756 bbls.=.94% of batch..	647 bbls.=.49% of bat

DEFENDANTS' EXHIBIT 255-A.

Memorandum.

No. 1—Sept. 13th, 1907, started from Morgantown, W. Va..... 155,605 bbls. Avg. gravity 44.3° B
Received at Millway..... 139,857 " " " 42.6° & up B

Contaminated oil..... 15,748 "

1.7° variation in gravity. No separators were run with this batch.

No. 2—Sept. 28th, 1907, started from Morgantown, W. Va..... 79,698 bbls. Avg. grav. 44.3° B
Received at Millway..... 62,654 " " 42.6° & up

Contaminated oil..... 17,044 "

1.7° variation in gravity. Separators were used in this batch, and one of them stuck in the line several hours, contributing to the contamination; however, this is liable to happen at any time in the ordinary course of business.

No. 3—Oct. 20th, 1907, started from Morgantown, W. Va..... 140,222 bbls. Avg. grav. 43.4° B
Received at Millway..... 123,350 " " 42° & up

Contaminated oil..... 16,872 "

1.4° variation in gravity. No separators were run in this batch.

No. 4—Nov. 6th, 1907, started from Morgantown, W. Va..... 131,024 bbls. Avg. grav. 44.4° B
Received at Millway..... 113,871 " 42.5° & up

Contaminated oil..... 17,153 "

1.9° variation in gravity. Separators were run in this batch.

DEFENDANTS' EXHIBIT 255-B.

Memorandum.

October 10th, 1907:
Started from Morgantown, W. Va..... 85,086 bbls. Avg. grav. 44.3° B
Received at Millway..... 76,974 " " " 42.5° B & up

Contaminated oil..... 8,112 "

1.8° variation in gravity.

DEFENDANTS' EXHIBIT 256.

It was stipulated that this tariff need not be copied into the record, but counsel for either side may refer to it in any argument of this case. (See Record, page 3533, vol. 17.)

DEFENDANTS' EXHIBIT 257.

Whereas, the Standard Oil Company, of Cleveland, Ohio, holds the possession of certificates for certain stocks and interests which it is desirable to distribute among the parties entitled thereto; and, whereas such stocks and interests now stand in the names of several persons, and it is desirable for convenience in dividing them that all be transferred to trustees, and that the same be so transferred by the Standard Oil Company, by each party holding the same and by every person holding or claiming an interest therein,

Now, in consideration of the foregoing, and of the sum of one dollar to us paid, and other considerations satisfactory to us, we, the undersigned, hereby grant, assign, transfer, and convey all our right, title, and interests and all the right, title, and interest of each and every one of us of whatever name and nature in and to all and singular the following described stocks and interests, to wit:

Entire capital stock of Long Island Oil Company.
2,700 shares " " " Devoe Manufacturing Co.
Entire " " " Charles Pratt & Co.
5,059 shares " " " Baltimore United Oil Co.
525 " " " " Keystone Refining Co.
Entire " " " Sone & Fleming Manufacturing Co. Limited.
Entire " " " Atlantic Refining Co.
Entire " " " Standard Oil Co. (of Pennsylvania).
Entire " " " Model Oil Co.
1,775 shares " " " American Lubricating Oil Co.
Entire " " " Camden Consolidated Oil Co.
2,268 shares " " " Central Refining Co.
700 " " " " Maverick Oil Co.
Entire " " " Republic Refining Co.
400 shares " " " Waters-Pierce Oil Co.
300 shares " " " Consolidated Tank Line Co.
Entire capital stock of American Transfer Co.
41,590 shares capital stock of United Pipe Lines.
Entire interest in and capital stock of Paine, Ablett & Co., Limited.
145/175ths of entire interest in and capital stock of Eclipse Lubricating Oil Co., Limited.
3/4ths of entire interest in and capital stock of H. C. Van Tine & Co., Limited.
7/8ths of entire interest in and capital stock of Galena Oil Works, Limited.
Entire capital stock of Smith's Ferry Oil Transpn. Co.
14,713 (old) shares stock and interest in Producers' Consolidated Land & Petroleum Co.
Special Investment at Oil City, Pa.
Business and property of Star Oil Co., Erie, Pa.
do. do. of Warden, Frew & Co., Philadelphia, Pa.
Entire capital stock of Philadelphia Refining Co.
Entire capital stock of Olean Petroleum Co., Limited.
Entire capital stock of Columbia Conduit Co.
and also all other interests of every kind and description held by the Standard Oil Co. or in which it has any interest which can be or by right ought to be divided and distributed among the parties entitled thereto, without affecting its proper, legitimate, and efficient opera-

tions as a corporation, to Myron R. Keith, George F. Chester and George H. Vilas, as trustees, to have and to hold said stocks and interests to them and their survivors and successors, in trust nevertheless for the following purposes, to wit: To hold, control and manage the said stocks and interests for the exclusive use and benefit of the following-named persons and in the following proportions named:

Charles Pratt	2700/35000	thereof.
Horace A. Pratt	15/35000	"
Henry H. Rogers	910/35000	"
C. M. Pratt	200/35000	"
Wm. Rockefeller	1600/35000	"
O. B. Jennings	818/35000	"
W. H. Macy	59/35000	"
W. H. Macy, jr	28/35000	"
Estate of Josiah Macy	892/35000	"
A. J. Pouch	178/35000	"
J. A. Bostwick	1872/35000	"
Warden, Frew & Co	485/35000	"
Chas. Lockhart	1408/35000	"
Wm. C. Warden	1292/35000	"
O. H. Payne, trustee	61/35000	"
S. V. Harkness	2925/35000	"
H. M. Flagler	3000/35000	"
Daniel Bushnell	97/35000	"
Jos. L. Warden	98/35000	"
J. J. Vandergrift	500/35000	"
F. A. Arter	35/35000	"
Gustave Heye	178/35000	"
L. G. Harkness	178/35000	"
Hanna & Chapin	263/35000	"
A. M. McGregor	118/35000	"
B. Brewster	409/35000	"
W. C. Andrews	990/35000	"
Horace A. Hutchins	111/35000	"
John D. Archbold	350/35000	"
John D. Rockefeller	8984/35000	"
J. N. Camden	200/35000	"
W. P. Thompson	132/35000	"
D. M. Harkness	323/35000	"
O. H. Payne	2637/35000	"
John Huntington	584/35000	"
W. T. Wardwell	78/35000	"
H.W. Payne	292/35000	"

and to divide and distribute the same as soon as they can conveniently do so between the said persons for whose benefit they hold the same as aforesaid, and in the respective proportions aforesaid; with full power and authority to the survivors of the said trustees in case of the death of either of them to nominate and appoint a successor to such deceased trustee if they shall think it expedient so to do or else to continue the said trust without filling such vacancy.

In witness whereof the said Standard Oil Co. has by its president and secretary duly authorized thereto set its name and affixed its corporate seal, and the others of the undersigned have hereto set their hands and seals this eighth day of April, A. D. 1879.

STANDARD OIL COMPANY,
By JOHN D. ROCKEFELLER.
Prest.

Attest:

H. M. Flagler, secy.
Chas. Pratt.
Horace A. Pratt, by Chas. Pratt, atty.
C. M. Pratt, by Chas. Pratt, atty.
Henry H. Rogers.
Wm. Rockefeller.
J. A. Bostwick, by Wm. Rockefeller, atty.
W. T. Wardwell, by Wm. Rockefeller, atty.
O. B. Jennings
A. J. Pouch, by J. D. Rockefeller, atty.
W. H. Macy, by H. M. Flagler, atty.
Estate of Josiah Macy, by H. M. Flagler, atty.
W. G. Warden, by H. M. Flagler, atty.
C. F. G. Heye, by H. M. Flagler, atty.
L. G. Harkness, by H. M. Flagler, atty.
Benj. Brewster, by H. M. Flagler, atty.
D. M. Harkness, by H. M. Flagler, atty.
W. H. Macy, jr., by H. M. Flagler, atty.
Warden, Frew & Co.
Chas. Lockhart.
Daniel Bushnell, by C. Lockhart, atty.
Jos. L. Warden, by C. Lockhart, atty.
Chas. Lockhart, trustee.
O. H. Payne.
O. H. Payne, trustee.
H. W. Payne, by O. H. Payne, executor.
F. A. Arter, by O. H. Payne, atty.
H. M. Hanna and Geo. W. Chapin, by O. H. Payne, atty.
A. M. McGregor, by O. H. Payne, atty.
H. A. Hutchins, by O. H. Payne, atty.
J. N. Camden, by O. H. Payne, atty.
W. P. Thompson, by O. H. Payne, atty.
John Huntington, by O. H. Payne, atty.
S. V. Harkness.
H. M. Flagler.
John D. Archbold.
J. J. Vandergrift.
W. C. Andrews.
John D. Rockefeller.
H. M. Flagler, treas. in trust.
H. M. Flagler, secy., trustee.
H. M. Flagler, trustee.
H. M. Flagler, in trust.
Geo. H. Vilas.
Geo. F. Chester.
J. F. Freeman.
Geo W. Girty.
H. B. Spelman.
F. Q. Barstow.
D. McIntosh.
Daniel O'Day.
Wm. Brough.
W. G. Warden, trustee.
L. H. Severance.
H. A. Hutchins.
Jos. Bushnell.
Jas. McGee.
Philip Ruprecht.
J. Crowell.
J. N. Camden, trustee.
Geo. I. Vail.

DEFENDANTS' EXHIBIT 258.

Map showing extent and location of pipe lines in year 1869. Offered in evidence, p. 3231, vol. 17. Not reproduced in the record. Original exhibits and duplicates to be used on the argument.

DEFENDANTS' EXHIBIT 259.

Map showing extent and location of pipe lines in year 1874. Offered in evidence, p. 3231, vol. 17. Not reproduced in the record. Original exhibits and duplicates to be used on the argument.

DEFENDANTS' EXHIBIT 260.

Map showing extent and location of pipe lines in year 1877. Offered in evidence, p. 3231, vol. 17. Not reproduced in the record. Original exhibits and duplicates to be used on the argument.

DEFENDANTS' EXHIBIT 261.

PIPE LINES.

[Figures expressed in miles.]

	1882.	1899.	1908.
Gathering lines	2,468.60	10,749.09	45,227.74
Trunk lines	1,062.95	3,904.54	9,388.91
Total	3,531.55	14,653.63	54,616.65

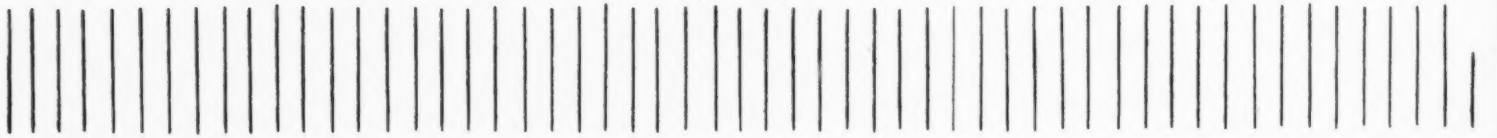
DEFENDANTS' EXHIBIT 262.

Pipe Lines.

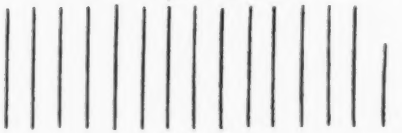
¾ inch, | = 1000 Miles.

Year:	Miles.
1908.	54.616.55
1899.	14.653.63
1882.	3.531.55

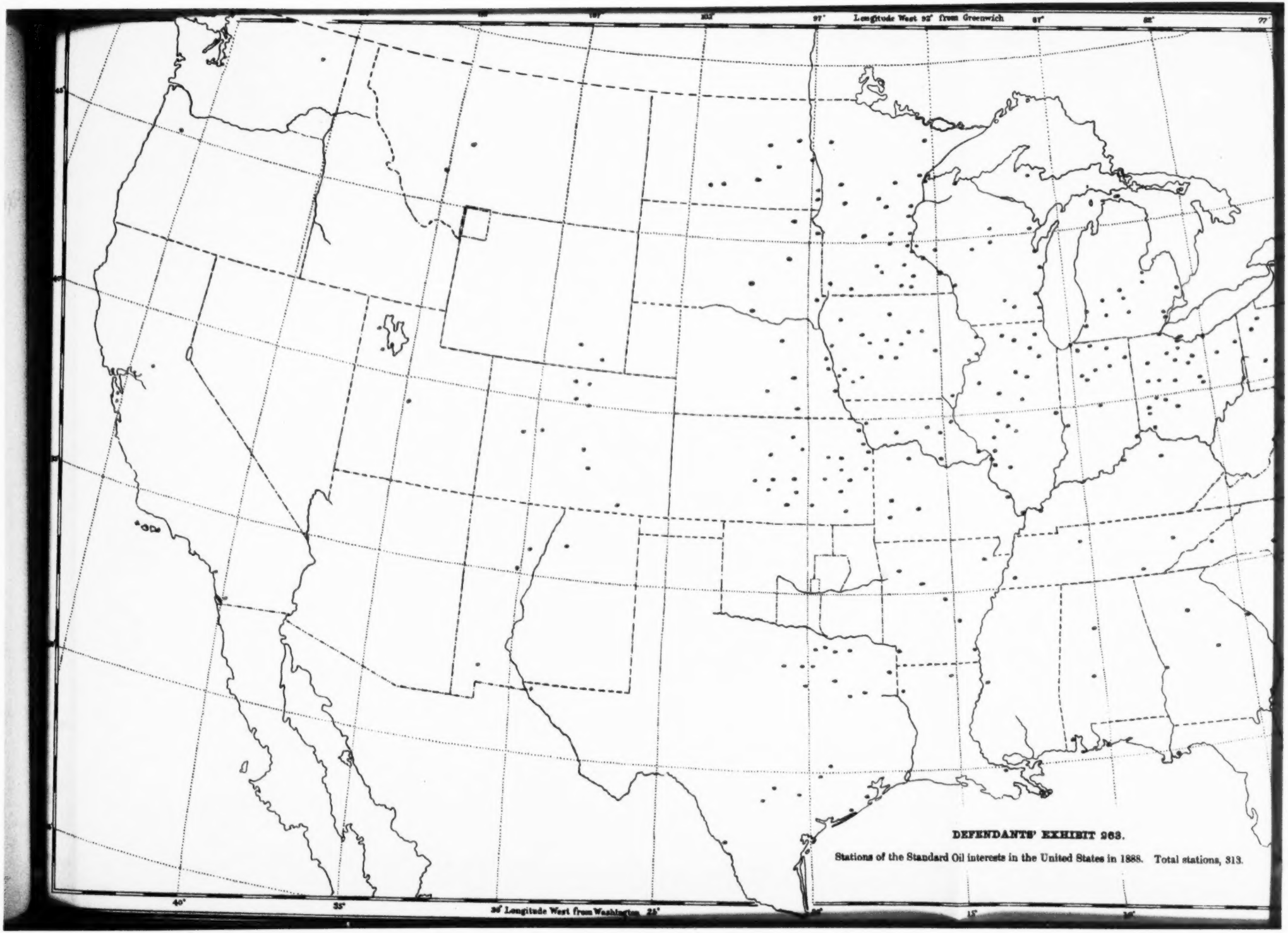
Year 1908



Year 1899

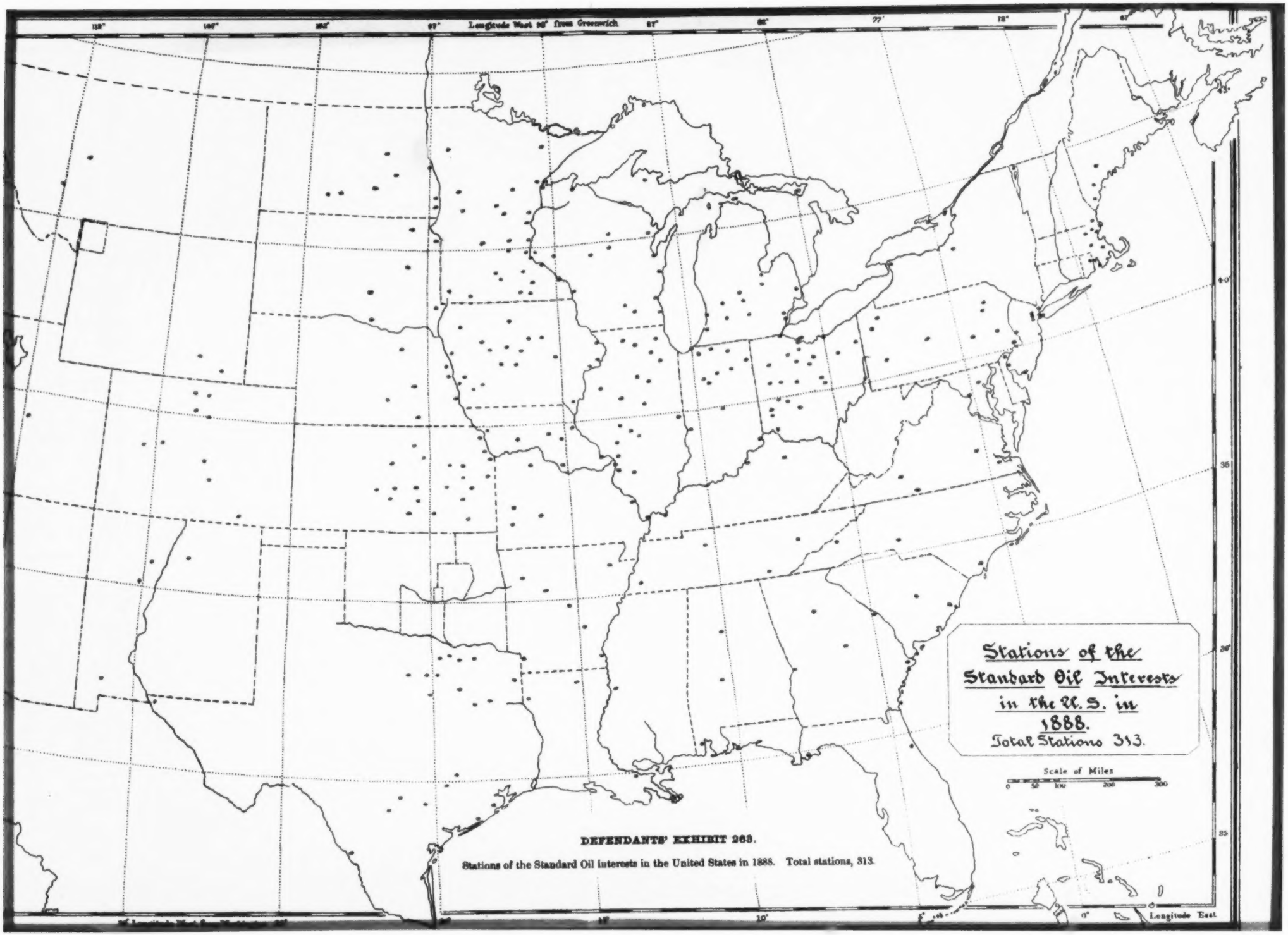


Year 1882.



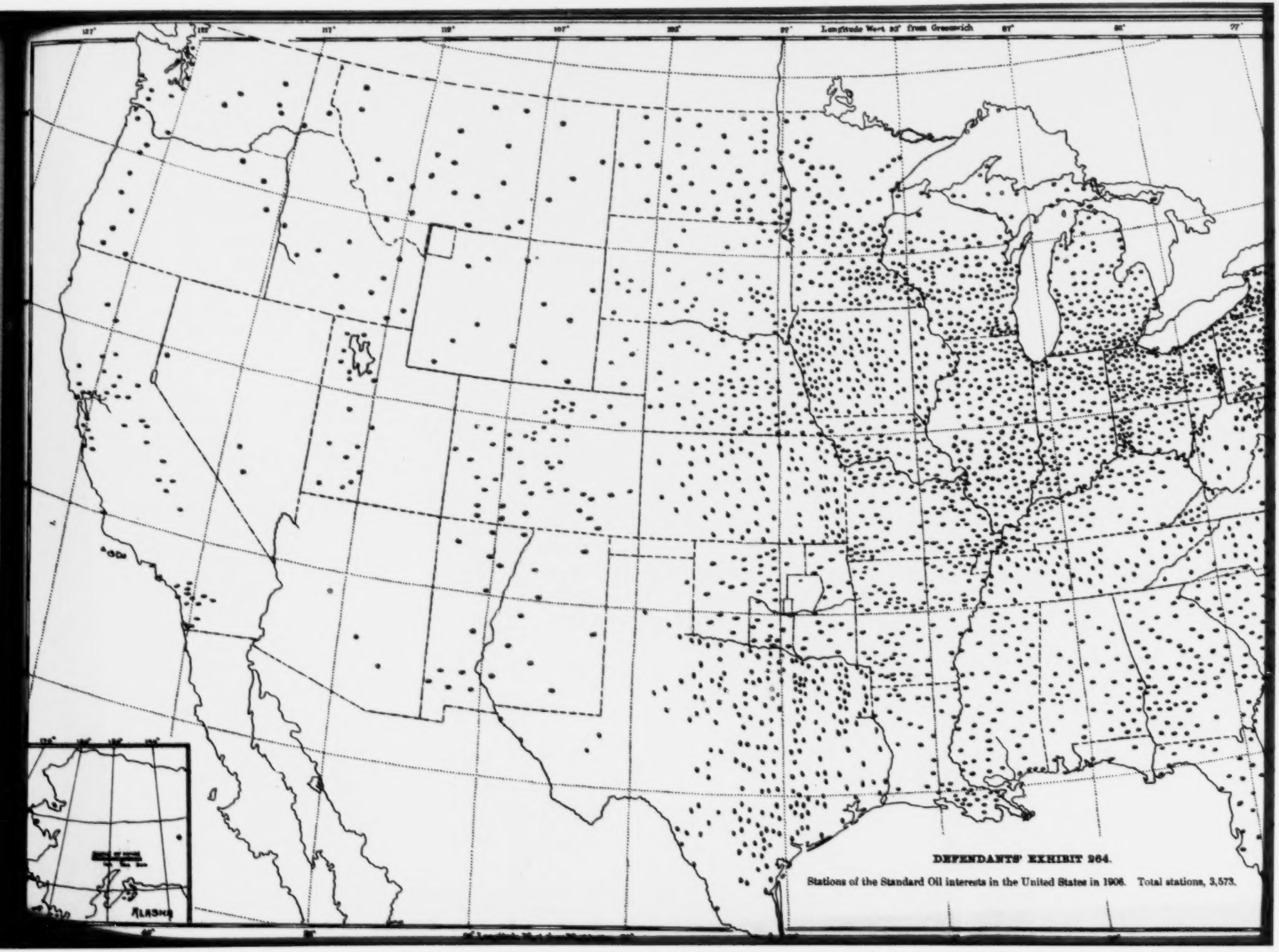
DEFENDANTS' EXHIBIT 263.

Stations of the Standard Oil interests in the United States in 1888. Total stations, 313.


Longitude West 82° from Greenwich
Stations of the Standard Oil Interests in the U.S. in 1888.
Total Stations 313.
Scale of Miles
0 50 100 200 300
Longitude East

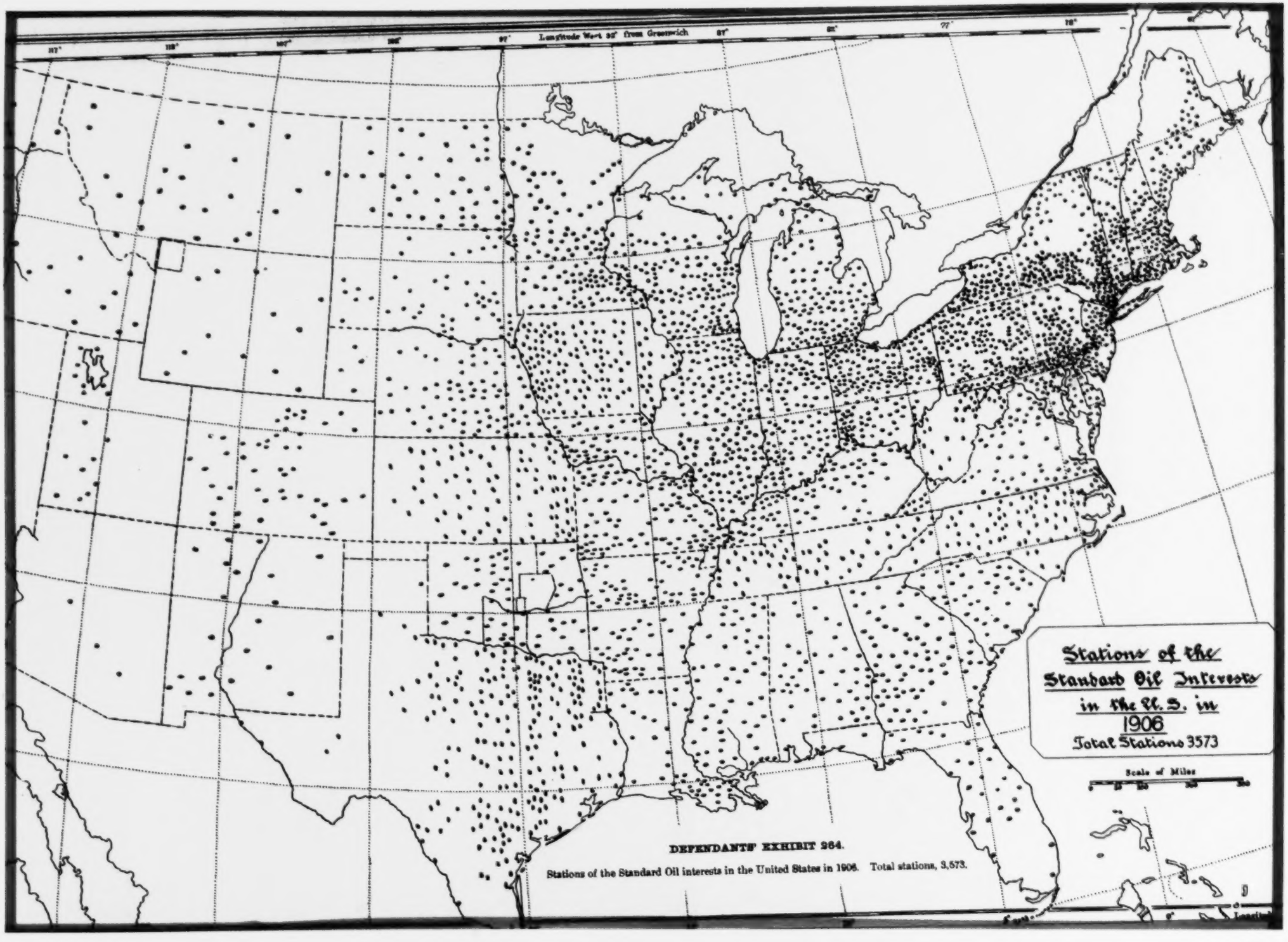
DEFENDANTS' EXHIBIT 263.

Stations of the Standard Oil interests in the United States in 1888. Total stations, 313.



DEFENDANTS' EXHIBIT 964.

Stations of the Standard Oil interests in the United States in 1906. Total stations, 3,573.


Longitude West 92° from Greenwich
Stations of the Standard Oil Interests in the U.S. in 1906
Total Stations 3573
Scale of Miles

DEFENDANTS' EXHIBIT 364.

Stations of the Standard Oil interests in the United States in 1906. Total stations, 3,573.

DEFENDANTS' EXHIBIT 265.

THE PRODUCTION OF PETROLEUM IN 1905.

[Prepared under the supervision of David T. Day, by W. T. Griswold.]

Advance Chapter from Mineral Resources of the United States, Calendar Year 1905: David T. Day, Chief of Division of Mining and Mineral Resources.

[Washington: Government Printing Office, 1906.]

Production of crude petroleum in the United States, 1859—1905.

[Department of the Interior—U. S. Geological Survey, Charles D. Walcott, Director.]

[Barrels, 42 gallons.]

Year.	Pennsylvania and New York.	Ohio.	West Virginia.	California.	Kentucky and Tennessee.	Colorado.	Indiana.	Illinois.	Kansas.	Texas.	Missouri.	Indian Territory.	Wyoming.	Louisiana.	United States.
1859....	2,000														2,000
1860....	500,000														500,000
1861....	2,113,609														2,113,609
1862....	3,056,690														3,056,690
1863....	2,611,309														2,611,309
1864....	2,116,109														2,116,109
1865....	2,497,700														2,497,700
1866....	3,597,700														3,597,700
1867....	3,347,300														3,347,300
1868....	3,646,117														3,646,117
1869....	4,215,000														4,215,000
1870....	5,260,745														5,260,745
1871....	5,205,234														5,205,234
1872....	6,293,194														6,293,194
1873....	9,893,786														9,893,786
1874....	10,926,945														10,926,945
1875....	8,787,514														8,787,514
1876....	8,968,906	31,763	120,000	12,000											9,132,669
1877....	13,135,475	29,888	172,000	13,000											13,350,363
1878....	15,163,462	38,179	180,000	15,227											15,396,868
1879....	19,685,176	29,112	180,000	19,858											19,914,146
1880....	26,027,631	38,900	179,000	40,552											26,286,123
1881....	27,376,509	33,867	151,000	99,862											27,661,238
1882....	30,063,500	39,761	128,000	128,636											30,249,297

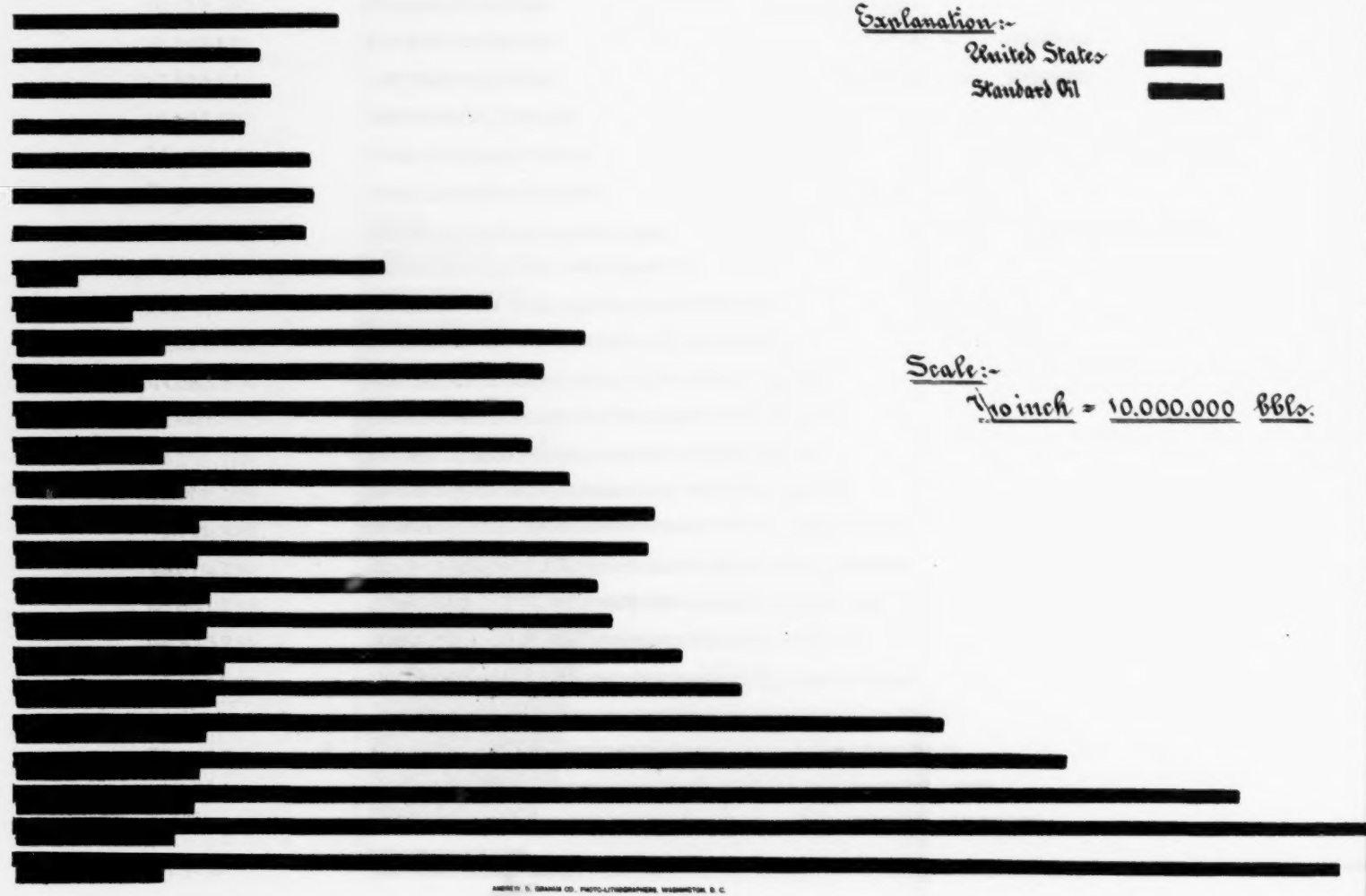
1883	23,128,389	47,632	126,000	142,857	4,755										23,449,633
1884	23,772,209	90,081	90,000	262,000	4,148										24,218,438
1885	20,776,041	661,580	91,000	325,000	5,164										21,858,785
1886	25,798,000	1,782,970	102,000	377,145	4,726										28,064,841
1887	22,356,193	5,022,632	145,000	678,572	4,791	76,295									28,283,483
1888	16,488,668	10,010,868	119,448	690,333	5,096	297,612									27,612,025
1889	21,487,435	12,471,466	544,113	303,220	5,400	316,476	33,375	1,460	500	48	20				35,163,513
1890	28,458,208	16,124,656	492,578	307,360	6,000	368,842	63,496	900	1,200	54	278				45,823,572
1891	33,009,236	17,740,301	2,406,218	323,600	9,000	665,482	136,634	675	1,400	54	25	30			54,292,655
1892	28,422,377	16,362,921	3,810,086	385,049	6,500	824,000	698,068	521	5,000	45	10	80			50,514,657
1893	20,314,513	16,249,769	8,445,412	470,179	3,000	594,390	2,335,293	400	18,000	50	50	10			48,431,066
1894	19,019,990	16,792,154	8,577,624	705,969	1,500	515,746	3,688,666	300	40,000	60	8	130	2,369		49,344,516
1895	19,144,390	19,545,233	8,120,125	1,208,482	1,500	438,232	4,386,132	200	44,430	50	10	37	3,455		52,892,276
1896	20,584,421	23,941,169	10,019,770	1,252,777	1,680	361,450	4,680,732	250	113,571	1,450	43	170	2,878		60,960,361
1897	19,262,066	21,560,515	13,090,045	1,903,411	322	384,934	4,122,356	500	81,098	65,975	19	625	3,650		60,475,516
1898	15,948,464	18,738,708	13,615,101	2,257,207	5,568	444,383	3,730,907	360	71,980	546,070	10		5,475		55,364,233
1899	14,374,512	21,142,108	13,910,650	2,642,095	18,280	390,278	3,848,182	360	60,700	669,013	132		5,560		57,070,850
1900	14,559,127	22,362,730	16,195,675	4,324,484	62,259	317,385	4,874,392	200	74,714	836,039	a 1,602	6,472	5,450		63,620,529
1901	13,831,996	21,648,083	14,177,126	8,786,330	137,259	460,520	5,757,086	250	179,151	4,393,658	b 2,335	10,000	5,400		69,389,194
1902	13,183,610	21,014,231	13,513,345	13,984,268	185,331	396,901	7,480,896	200	331,749	18,083,658	a 757	c 37,100	6,253	548,617	88,766,916
1903	12,518,134	20,480,286	12,899,395	24,382,472	554,286	483,925	9,186,411		932,214	17,955,572	a 3,000	c 138,911	8,960	917,771	100,461,337
1904	12,239,026	18,876,631	12,644,686	29,649,434	998,284	501,763	11,339,124		4,250,779	22,241,413	a 2,572	c 1,366,748	11,542	2,958,958	117,080,900
1905	11,554,777	16,346,660	11,578,110	33,427,473	1,217,337	376,238	10,964,247	181,084	d 12,013,495	28,136,189	a 3,100	(e)	8,454	8,910,416	134,717,580
Total	564,713,393	339,254,894	165,823,487	129,118,852	3,242,186	8,214,852	77,325,997	187,660	18,228,981	92,929,398	13,971	1,560,313	69,446	13,335,762	1,514,019,192

a Includes the production of Michigan.
b Includes production of Michigan and small production in Oklahoma.
c Includes production of Oklahoma.
d Includes production of Indian Territory and Oklahoma.
e Included with Kansas.

DEFENDANTS' EXHIBIT 266.

Production of Crude Oil. Comparing Standard Oil production with total in the United States. Total production taken from UNITED STATES GEOLOGICAL SURVEY, "Production of Petroleum," 1906, page 10.

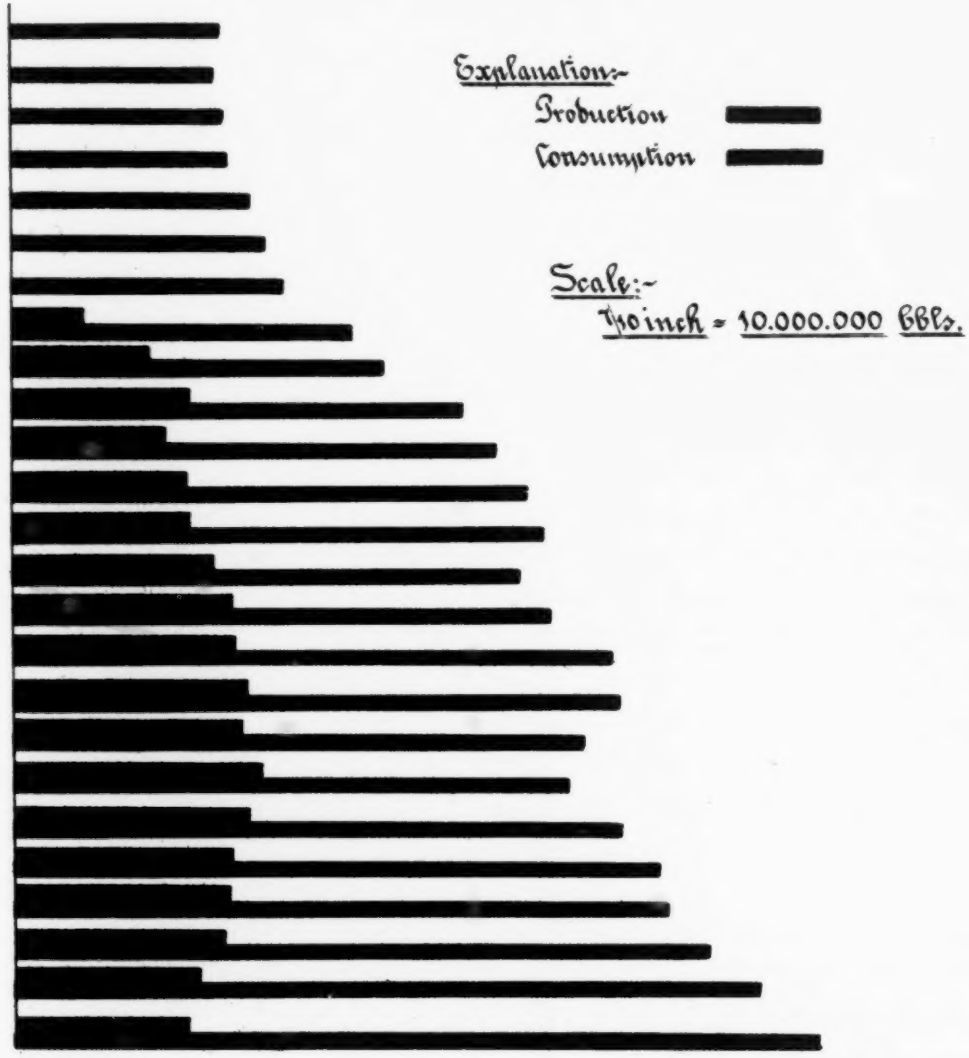
Year:	Total in the United States. Bbls 42 galls.	By Standard Oil Bbls 42 galls.
1882	30.349.897	none.
1883	23.449.633	"
1884	24.218.438	"
1885	21.858.785	"
1886	28.064.841	"
1887	28.283.483	"
1888	27.612.025	"
1889	35.163.513	5,589,606
1890	45.823.572	11.019.205
1891	54.292.655	14.232.931
1892	50.514.657	12,182.145
1893	48.431.066	13.966.176
1894	49.344.316	13.901.296
1895	52.892.276	15,928.796
1896	60.960.361	17,533,244
1897	60.475.516	17.364.845
1898	55.364.233	15,549,068
1899	57.070.850	16.080 267
1900	63.620.529	19.894.749
1901	69.389.194	18.828.622
1902	88.766.916	17.839,960
1903	100.461.337	17,319,907
1904	117.080.960	16,904,030
1905	134.717.580	15,143,371
1906	126.493.936	14.052 113



AMERICAN LITHOGRAPHIC CO. PHOTO-LITHOGRAPHERS, WASHINGTON, D. C.

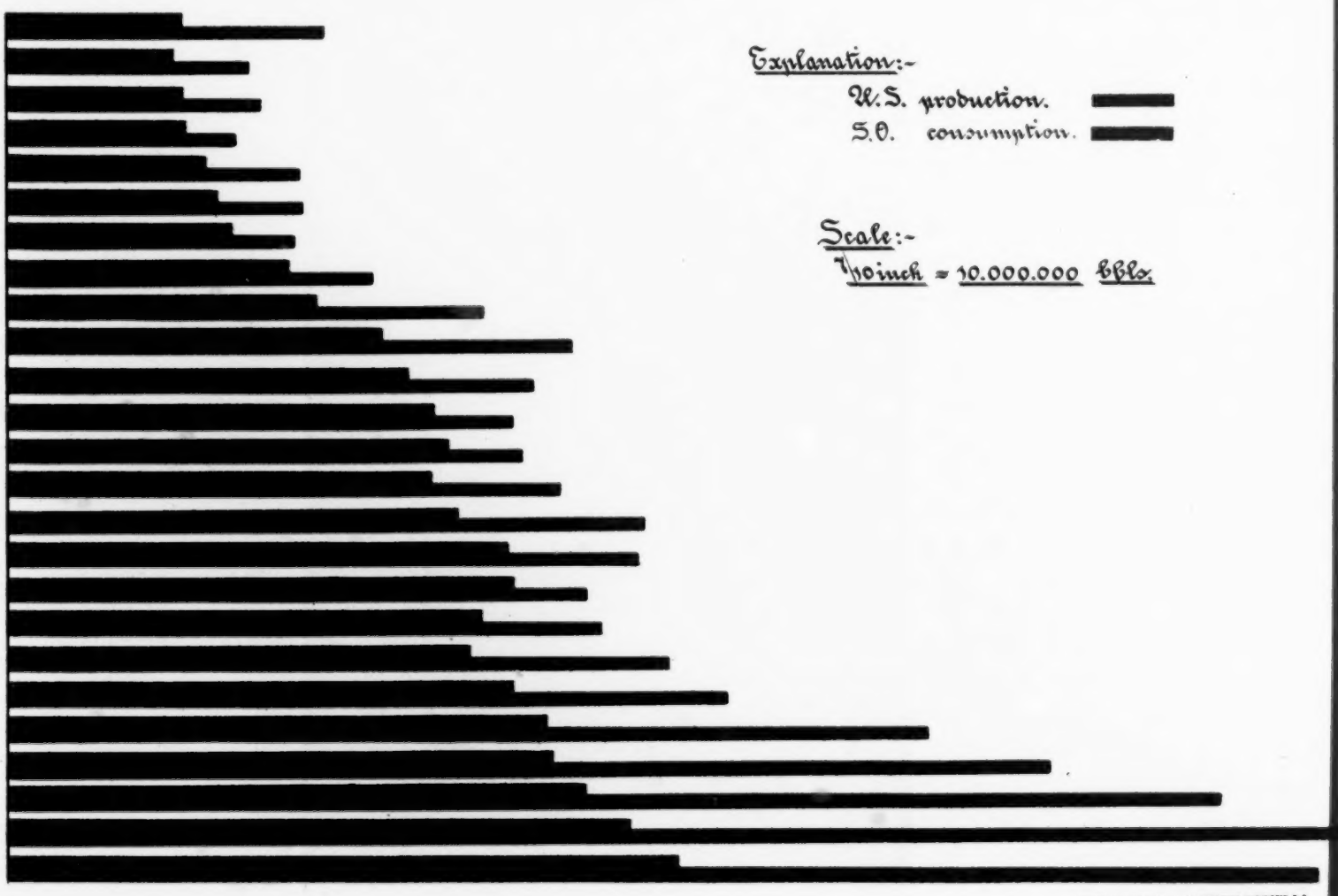
DEFENDANTS' EXHIBIT 267.

Crude Oil. Comparing Standard Oil production of crude oil with Standard Oil consumption.

Year:	Production Bbls 42 galls	Consumption Bbls 42 galls
1882	None.	16.592.593
1883	"	16.137.753
1884	"	16.796.822
1885	"	17.578.201
1886	"	19.192.009
1887	"	20.471.786
1888	"	21.913.352
1889	5589.606	27.165.572
1890	11.019.205	29.793.042
1891	14232.931	35.097.532
1892	12.182.145	38.657.489
1893	13.966.176	41.083.324
1894	13.901.296	42.491.057
1895	15.928.796	40.772.168
1896	17.533.244	43.356.290
1897	17.364.845	48.068.430
1898	18.549.068	48.679.239
1899	18.080.267	45.847.279
1900	19.894.749	44.575.231
1901	18.828.822	48.527.527
1902	17.839.960	51.922.316
1903	17.319.907	52.378.513
1904	16.904.029	55.852.313
1905	15.143.371	60.030.736
1906	14.052.113	64958.301

DEFENDANTS' EXHIBIT 268.

Production of crude oil in the United States, compared with Standard Oil consumption. Production taken from UNITED STATES GEOLOGICAL SURVEY, "Production of Petroleum," 1906, page 10.

Year.	Production in the U. S. Bbls. 42 Gallons.	Consumption by Standard Bbls. 42 Gallons.
1882	30.349.897	16.592.593
1883	23.449.633	16.137.753
1884	24.218.438	16.796.822
1885	21.858.785	17.578.201
1886	28.064.841	19.192.009
1887	28.283.483	20.471.786
1888	27.612.025	21.913 352
1889	35.163.513	27.165.572
1890	45.823.572	29.793.042
1891	54.292.655	35.997.532
1892	50.514.657	38.657.489
1893	48.431.066	41.083.324
1894	49.344.516	42.491.057
1895	52.892.276	40.772.168
1896	60.960.361	43.356.290
1897.	60.475.516	48.068.430
1898	55.364.233	48.679.239
1899	57.070.850	45.847 279
1900	63.620.529	44.575.231
1901	69.389.194	46.527.527
1902	88.766.916	51.922.316
1903	100.461.337	52.378.513
1904	117.080.960	55.852.313
1905	134.717.580	60.030.736
1906	126.493.936	64958.301



DEFENDANTS' EXHIBIT 269.

Refineries, 1906.

Company.	Capacity bbls., 42 g. crude yearly.	Cost.	
		Real estate.	Improvements.
Atlantic Refining Co.:			
Eclipse Works, Franklin, Pa	3,285,000	$23,776.00	$1,984,718.69
Pittsburg Refinery	461,725	179,174.70	203,507.17
Atlantic, Philad. & Marcus Hook refineries	11,915,425	975,981.43	9,468,108.91
Solar Refining Co	1,861,500	78,572.75	1,943,879.28
Standard Oil Co. (California)	6,807,980	580,429.42	3,387,272.32
Standard Oil Co. (Indiana):			
Whiting, Ind	8,192,790	259,378.98	7,828,708.39
Sugar Creek, Mo	3,011,980	30,175.00	1,142,705.48
Standard Oil Co. (Kansas)	1,645,500	12,525.50	477,933.77
Standard Oil Co. (New Jersey):			
Bayonne Refy	13,840,435	1,988,076.96	10,061,238.84
Baltimore Div	2,206,790	186,013.44	1,076,568.08
Camden Wks., Parkersburg	534,360	44,722.56	767,035.19
Eagle Works	3,273,320	296,685.16	2,306,515.97
Standard Oil Co. of New York:			
Atlas Works, Buffalo	982,215	87,348.51	1,378,712.12
Long Island Refy	1,950,195	669,498.85	1,182,646.47
Pratt Works, Brooklyn	1,578,990	586,729.05	1,093,533.08
Pratt Works, L. I. City (tar	530,710)	161,773.99	1,824,310.25
Sone & Fleming Works	1,689,950	517,489.66	1,509,992.41
Standard Oil Co. (Ohio)	2,122,840	501,600.54	1,439,006.80
Vacuum Oil Co.:			
Rochester, N. Y		31,725.00	514,912.40
Olean, N. Y	2,578,725	28,885.76	857,091.22
Total		7,240,563.26	50,448,996.84
		57,689,560.10	

DEFENDANTS' EXHIBIT 270.

Geo. H. Vilas has this day transferred to my custody the shares of stock as stated below, and designated as "Class No. 1," and "Class No. 2," the former representing the stocks held Jany. 1st, 1882, by Vilas, Keith, and Chester, trustees, and the latter representing stocks acquired by Standard Oil Trust since January 1st, 1882.

Name of company.	In whose name ctf. stands.	Class No. 1. No. shares.	Class No. 2. No. shares.	Total shares.
Acme Oil Co., New York	Trustees of S. O. trust	2,975		
	Jno. D. Archbold	5		
	Wm. Rockefeller	5		
	Chas. Pratt	5		3,0
	Wm. G. Warden	5		
	F. Q. Barstow	5		
Acme Oil Co., of Penna	Trustees of S. O. trust	3,000		3,0
American Lubricating Oil Co	do	1,770	113	
	do		112	
	O. H. Payne	1		
	W. P. Thompson	1		
	A. M. McGregor	1		2,0
	Geo. I. Vail	1		
	L. H. Severance	1		
Atlantic Refining Co	Trustees of S. O. trust	3,994		
	W. G. Warden	1		
	H. L. Davis	1		
	Chas. Lockhart	1		4,0
	Thornton Pike	1		
	Henry Warden	1		
	Geo. H. Perkins	1		
Atlas Refining Co	Trustees of S. O. trust		1,995	
	Jno. D. Archbold		1	
	B. Brewster		1	
	Fred. Fisher		1	1,0
	R. H. Lee		1	
	D. N. Lockwood		1	
Baltimore United Oil Co	Trustees of S. O. trust	5,024		5,0
Beacon Oil Co	do	700		7
Bush & Denslow Mfg. Co	do	1,498		
	Wm. Rockefeller	1		1,5
	John D. Archbold	1		
Bush & Company (Limited)	W. E. Cotter (75, 65)	140		
	Van Camp Bush	5		1
	Jos. C. Heverin	5		
Camden Consolidated Oil Co	Trustees of S. O. trust	3,996		
	J. N. Camden	1		
	W. P. Thompson	1		4,0
	W. N. Chancellor	1		
	L. A. Cole	1		
Chess-Carley Co	Trustees of S. O. trust	3,000		3,0
	Carried forward	26,149	2,225	28,3

List of shares of stocks transferred by Geo. H. Vilas—Continued.

[Sheet 2.]

Name of company.	In whose name ctf. stands.	Class No. 1. No. shares.	Class No. 2. No. shares.	Total shares.
	Brought forward	26,149	2,225	28,374
Central Ref'g Co., of Pittsbgh	Trustees of S. O. Trust	2,261	285	
	Chas. Lockhart	1		2,553
	W. G. Warden	1		
	W. M. McKelvy	1		
	D. Bushnell	1		
	A. F. Brooks	1		
	T. J. Gillespie	1		
	Geo. H. Vilas	1		
Chesbrough Mfg. Co., Consolid	Trustees of S. O. Trust	2,545		2,549
	Jno. D. Archbold	1		
	A. M. McGregor	1		
	H. H. Rogers	1		
	S. C. Lewis	1		
Consolidated Tank Line Co	Trustees of S. O. Trust	615	156¼	781¼
	H. A. Hutchins	5		
	W. P. Thompson	1		
	Geo. H. Vilas	3		
	W. H. Loomis	1		
Devoe Manufacturing Co	Trustees of S. O. Trust	2,697	300	3,000
	Jas. McGee	1		
	W. T. Wardwell	1		
	Wm. Rockefeller	1		
Eclipse Lubg. Oil Co., Lim'd	Trustees of S. O. Trust	3,195	151 149	
	Chas. Pratt	1		3,800
	Jno. D. Archbold	1		
	F. Q. Barstow	1		
	A. M. McGregor	1		
	Thos. Brown	1		
Empire Refining Co., Lim'd	Trustees of S. O. Trust	785		800
	Jno. D. Archbold	5		
	Wm. Rockefeller	5		
	Benj. Brewster	5		
Elizabethport Acid Works	A. M. McGregor [28, 72, 35]	135		280
	J. H. Alexander	70		
	J. F. Freeman	70		
	J. E. Terrell	5		
Franklin Pipe Co., Lim'd	W. T. Scheide	80	100	195
	C. W. Owston	5		
	Chas. H. Lay, jr	5		
	P. R. Gray	5		
	Carried forward	38,066	3,366¼	42,032¼

List of shares of stock transferred by Geo. H. Vilas—Continued.

[Sheet 3.]

Name of company.	In whose name ctf. stands.	Class No. 1. No. shares.	Class No. 2. No. shares.	Total shares.
	Brought forward	38,666	3,366½	42,032½
Galena Oil Works, Limited	Trustees of S. O. Trust	4,646		
	Jno. D. Archbold	1		
	Duncan McIntosh	1		4,65
	F. Q. Barstow	1		
	J. J. Vandergrift	1		
Galena Farm Oil Co., Ltd	Trustees of S. O. Trust	771		
	Jno. D. Archbold	1		
	Duncan McIntosh	1		77
	F. Q. Barstow	1		
	J. J. Vandergrift	1		
Germania Mining Company	Vilas, Keith & Chester, trustees	270		
	H. B. Kennedy	5		
	Chas. Sherman	5		28
	L. B. Ackerman	5		
	J. C. Chambers	5		
Imperial Refining Co., Ltd	Trustees of S. O. Trust	2,995		
	Jno. D. Archbold	1		
	J. J. Vandergrift	1		
	Duncan McIntosh	1		3,00
	A. M. McGregor	1		
	F. Q. Barstow	1		
Inland Oil Co	Trustees of S. O. Trust	247		
	W. P. Thompson	1		
	Silas H. Paine	1		25
	H. A. Hutchins	1		
Keystone Refining Co	Trustees of S. O. Trust	520	223	
	Jno. D. Archbold	5		73
	H. Y. Pickering		1	
	Thos. P. Chambers		1	
Maverick Oil Co	Trustees of S. O. Trust	700		70
National Transit Co	do	502,950	15,150	
	H. M. Flagler	10		
	J. A. Bostwick	10		518,13
	Benj. Brewster	10		
	Jno. D. Archbold	10		
	Wm. G. Warden	10		
Paine, Ablett & Co., Limited	Trustees of S. O. Trust	495		
	Silas H. Paine	1		
	Job Ablett	1		
	A. M. McGregor	1		50
	F. Q. Barstow	1		
	Duncan McIntosh	1		
	Carried forward	552,356	18,741½	571,09

List of shares of stocks transferred by Geo. H. Vilas—Continued.

(Sheet 4.)

Name of company.	In whose name ctf. stands.	*Class No. 1.* No. shares.	*Class No. 2.* No. shares.	Total shares.
	Brought forward	532,356	18,741½	571,097½
Chas. Pratt & Co.	Trustees of S. O. Trust	4,997		
	Chas. Pratt	1		5,000
	H. H. Rogers	1		
	Horace A. Pratt	1		
Producers Consolidated L. & P. Co.	Trustees of S. O. Trust	6,513½		6,513½
Portland Kerosene Oil Co	Trustees of S. O. Trust	929		934
	Jno. D. Archbold	5		
Signal Oil Works (Limited)	Trustees of S. O. Trust	59	325½	387½
	Jno. D. Archbold	1		
	Duncan McIntosh	1		
	F. Q. Barstow	1		
Smiths Ferry Oil Transp. Co.	Trustees of S. O. Trust	197		200
	Silas H. Paine	1		
	Job Ablett	1		
	A. M. McGregor	1		
Sone & Fleming Mfg. Co. (Ltd.)	Trustees of S. O. Trust	2,475		2,500
	Wm. Rockefeller	5		
	Paul Babcock, jr	5		
	J. F. Freeman	5		
	Geo. H. Vilas	5		
	W. B. Emerson	5		
Solar Oil Co. (Ltd.) (the assignments of the ctf. but not the eft.)	W. G. Warden	331		1,000
	H. L. Davis	331		
	J. D. Archbold	331		
	Geo. L. Sanderson	5		
	Edgar Munson	1		
	C. L. Munson	1		
Standard Oil Co. (Ohio)	Trustees of S. O. Trust		34,993	35,000
	J. D. Rockefeller		1	
	O. H. Payne		1	
	W. P. Thompson		1	
	A. M. McGregor		1	
	H. A. Hutchins		1	
	S. V. Harkness		1	
	W. C. Andrews		1	
Standard Oil Co. of N. Y.	Trustees of S. O. Trust		1,250 48,745	50,000
	Wm. Rockefeller		1	
	J. A. Bostwick		1	
	Chas. Pratt		1	
	Benj. Brewster		1	
	O. B. Jennings		1	
Standard Oil Co. of Pittaburg	Trustees of S. O. Trust	44 2,956		3,000
	Carried forward	571,565½	104,066½	675,631

List of shares of stock transferred by Geo. H. Vilas—Continued.

[Sheet 5.]

Name of company.	In whose name ctf. stands.	Class No. 1. No. shares.	Class No. 2. No. shares.	Total shares.
	Brought forward	571,565½	104,066½	675,632
Standard Oil Co. of N. J	Trustees of S. O. Trust		21,724	
			8,271	
	H. M. Flagler		1	
	T. C. Bushnell		1	30,000
	Geo. H. Vilas		1	
	Paul Babcock, jr		1	
	Jas. McGee		1	
Thompson & Bedford Co., Ltd	Trustees of S. O. Trust	1,975		
	O. T. Waring	5		
	Jno. D. Archbold	5		
	H. H. Rogers	5		2,000
	A. M. McGregor	5		
	Thos. Brown	5		
United Pipe Lines	Trustees of S. O. Trust		3,300	3,300
Union Refining Co., Ltd	Trustees of S. O. Trust		176	
	Geo. H. Vilas		1	
	B. F. Brundred		1	180
	Jos. Bushnell		1	
	S. C. T. Dodd		1	
H. C. Van Tine & Co., Ltd	Trustees of S. O. Trust	747	250	
	J. D. Archbold	1		
	F. Q. Barstow	1		1,000
	Geo. H. Vilas	1		
Vacuum Oil Co	Trustees of S. O. Trust	60		
	Jno. D. Archbold	5		
	A. M. McGregor	5		75
	H. H. Rogers	5		
Vesta Oil Works	Trustees of S. O. Trust	299		
		898		
	Jno. D. Archbold	1		1,200
	Geo. F. Gregory	1		
	Geo. H. Vilas	1		
Waters-Pierce Oil Co	Trustees of S. O. Trust	398	1,200	
	H. A. Hutchins	1		1,600
	W. P. Thompson	1		
West India Oil Refg. Co	Jno. D. Archbold		2,000	2,000
	Total	575,990½	140,996½	716,986

J. A. BOSTWICK,
Treasurer of the Standard Oil Trust.

NEW YORK, *March 13th, 1883.*

DEFENDANTS' EXHIBIT 271.

DOMESTIC COMPANIES.

Standard Oil Company (New Jersey) and companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1; and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11.

FIRST DIVISION.

Name of company.	Notes as to changes in capitalization.	Organization.	Chief properties owned at time of trust agreement or at time of organization of company or acquisition of interest therein.	Chief subsequent acquisitions.	Chief properties now owned.
Standard Oil Company (New Jersey).	$3,000,000.00 (30,000 shares); increased in 1892 to $10,000,000.00 (10,000 shares); increased in 1899 to $110,000,000.00 (1,100,000 shares—1,000,000 common, 100,000 preferred).	Organized in 1882 by trustees of Standard Oil trust, all of the original stock being taken by the trustees of the Standard Oil trust, who also acquired first increase of stock at time of increase.	On its organization it purchased from the Standard Oil Company Ohio Bayonne Works & unfinished Eagle Works, at Communipaw, balance of capital being paid in cash with moneys of Standard Oil Company Ohio.	Purchased in 1892 the Eagle Works, which it had transferred to the Eagle Oil Company in 1883. Works of Bergenport Chemical Company, stock of which was owned by Charles Pratt & Company in 1882. Works of Camden Consolidated Oil Company. Works of Baltimore United Oil Company.	Now owns the Bayonne & Eagle Works, the Bergenport Chemical Works, the Baltimore & Parkersburg Works; also has marketing stations and does a marketing business in New Jersey, Maryland, West Virginia, Virginia, North Carolina, and South Carolina.
Atlantic Refining Company.	$400,000.00 in 1882; increased in 1892 to $5,000,000.00 (50,000 shares).	Entire capital owned by parties to trust agreement in 1882; trustees of Standard Oil trust acquired increase of stock at times of increase.	Atlantic & Philadelphia Works at Philadelphia.	Purchased in 1892 properties of Acme Oil Company, Imperial Refining Company, Standard Oil Company, Pittsburg, and Eclipse Lubricating Oil Company.	Atlantic & Philadelphia Works at Philadelphia, Pittsburg Works, and Eclipse Works; also owns marketing stations in Pennsylvania and Delaware.
S. T. Baker Oil Company.	.....	Organized by Galena-Signal Oil Company in 1905, entire stock being taken by Galena-Signal Oil Company.	.....	.....	Commercial house in New York.
Borne, Scrymser & Company.	.....	Organized in 1893 by Standard Oil Company (New Jersey), all stock being taken by Standard Oil Company (New Jersey).	It purchased at the time of its organization trade marks, etc., of firm of Borne, Scrymser & Company, compounders and marketers of lubricating oils in New York City.	.....	Compounds and markets lubricating products.
Chesebrough Manufacturing Company, Limited.	.....	Parties to trust agreement of of 1882 owned majority of stock at that time.	Vaseline works.....	.....	Vaseline works.

DOMESTIC COMPANIES—Continued.

Standard Oil Company (New Jersey) and companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1; and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11—Continued.

FIRST DIVISION—Continued.

Name of company.	Notes as to changes in capitalization.	Organization.	Chief properties owned at time of trust agreement or at time of organization of company or acquisition of interest therein.	Chief subsequent acquisitions.	Chief properties now owned.
Continental Oil Company.	.....	Organized by trustees of Standard Oil Trust with minority stockholders. Acquired by Standard Oil trustees at the time of organization of company, 1875 shares. Minority stock purchased by Standard Oil Company (New Jersey) in 1892.	Company purchased at the time of its organization marketing stations of Standard Oil Company (Ohio) in Colorado, Montana, Utah, Wyoming, and New Mexico.	.....	Owns marketing stations in the Rocky Mountain States.
Empire Refining Company, Limited.	.....	Parties to trust agreement owned same interest in stock now held by Standard Oil Company (New Jersey).	.....	.....	.....
Gilbert & Barker Manufacturing Company.	.....	306 shares of stock purchased in 1884 by Charles Pratt & Company; 94 shares purchased Standard Oil Company (New Jersey) in 1901.	Plant in Massachusetts for the manufacture of apparatus for the making and utilization of gas.	.....	Owns plant in Massachusetts for the manufacture of apparatus for the making and utilization of gas.
Galena-Signal Oil Company.	.....	Consolidation of Galena Oil Company and Signal Oil Company. Standard Oil Company (New Jersey) acquired stock in exchange for stock held in those companies.	.....	.....	Works at Franklin.
Interstate Cooperage Company.	.....	Organized by Standard Oil Company in 1904, entire stock being taken by Standard Oil Company.	Company purchased at time of its organization various cooperage works and timber lands from Standard Oil Company (Indiana).	.....	It owns cooperage works and timber lands in various States.
Pennsylvania Lubricating Company.	.....	Organized by Standard Oil Company (New Jersey) with minority stockholders in 1905.	Company purchased at time of its organization works and processes in Pittsburg for making mill greases, etc.	.....	Owns works at Pittsburg for making mill greases, etc.

Solar Refining Company.	.....	Organized by trustees of Standard Oil trust in 1885, all the stock being taken by the trustees of the Standard Oil trust.	Company constructed an oil refinery at Lima, Ohio, for refining Ohio crude oil.	.....	Owns refinery at Lima, Ohio.]
Standard Oil Company California.	.....	See Pacific Coast Oil Company. In 1906, 60,000 shares issued to Standard Oil Company (New Jersey) in place of 600,000 shares of Pacific Coast Oil Company stock and 110,000 shares issued to Standard Oil Company (New Jersey) for cash.	.....	Company purchased in 1906 from the Standard Oil Company (Iowa) its marketing stations in California, Oregon, Washington, Arizona, Nevada, Alaska, etc.	Company owns refinery at Richmond, California, California Pipe Lines, California producing properties, ships, etc., also marketing stations on the Pacific coast.
Standard Oil Company, Indiana.	$500,000.00(5,000 shares); increased in 1892 to $1,000,000.00 (10,000 shares).	Organized by trustees of Standard Oil trust in 1889; trustees took entire capital stock of the company and acquired increased stock at time of increase.	Company constructed refinery at Whiting, Indiana, a refinery at North Alton, Illinois, near St. Louis; and a refinery near Kansas City.	In 1892 company purchased properties of Standard Oil Company, Illinois, and Standard Oil Company, Minnesota. It subsequently purchased from Standard Oil Company, Ohio, marketing stations in Indiana and Michigan, and from Standard Oil Company, Kentucky, marketing stations in Indiana, Illinois, Missouri, Iowa, Kansas, and Nebraska.	Company owns refineries at Whiting, North Alton, and Sugar Creek; also marketing stations in Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, South Dakota, Kansas, and Missouri.
Standard Oil Company, Iowa.	.....	Organized by trustees of Standard Oil trust with minority stockholders in 1885. Minority was purchased by Standard Oil Company (New Jersey) in 1892.	Company purchased at time of its organization from Standard Oil Company, Ohio, marketing stations in California, Oregon, and Washington.	.....	Company in 1906 sold all of its properties to the Standard Oil Company, California, and is now in liquidation.
Standard Oil Company Kansas.	.....	Organized in 1892 by Standard Oil Company, Kentucky, all of its stock being taken by the Standard Oil Company.	In 1897 constructed a refinery at Neodesha, Kansas.	.....	Owns refinery at Neodesha, Kansas.
Standard Oil Company, Kentucky.	$600,000.00(6,000 shares); increased in 1892 to $1,000,000.00 (10,000 shares).	Organized by Standard Oil trustees in 1886, trustees taking entire capital stock. Increase of stock acquired by Standard Oil trustees at time of increase.	Purchased from the Chess-Carley Company at the time of its organization the plants and marketing stations of the Chess-Carley Company in Kentucky, Tennessee, Louisiana, Mississippi, Alabama, Georgia, Florida, western North Carolina, and western South Carolina.	It purchased all the properties of the Consolidated Tank Line Company in 1892.	It now owns marketing stations in Kentucky, Tennessee, Louisiana, Mississippi, Alabama, Georgia, and Florida.
Standard Oil Company, Nebraska.	.....	Organized by Standard Oil Company (New Jersey) in 1906, entire stock being taken by the Standard Oil Company (New Jersey).	Purchased at the time of its organization from Standard Oil Company, Indiana, marketing stations in Nebraska.	.....	Marketing stations in Nebraska.

DOMESTIC COMPANIES—Continued.

Standard Oil Company (New Jersey) and companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1; and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11—Continued.

FIRST DIVISION—Continued.

Name of company.	Notes as to changes in capitalization.	Organization.	Chief properties owned at time of trust agreement or at time of organization of company or acquisition of interest therein.	Chief subsequent acquisitions.	Chief properties now owned.
Standard Oil Company of New York.	$5,000,000.00 (50,000 shares); in 1892 stock was increased to $7,000,000.00 and in 1903 its capital stock was increased to $15,000,000.00.	Company organized by the trustees of the Standard Oil Trust in 1882, all the stock being issued to the trustees of the Standard Oil Trust, and first increase acquired at time of increase by Standard Oil trustees; all the last increase of stock was taken by the Standard Oil Company (New Jersey).	Company at the time of its organization purchased from the Standard Oil Company, Ohio, the Long Island refinery, Brooklyn refinery, Empire yards, and other property belonging to the Standard Oil Company, Ohio, in the State of New York, Standard Oil Company, Ohio, also paying to the company $2,605,192.94 in cash in payment of the trustees' subscription to its capital stock.	In 1892 company purchased Queens County Works in Queens County and Pratt Works in Brooklyn from Charles Pratt & Company; Sone & Fleming or Kings County Works from Sone & Fleming; plant of the Devoe Manufacturing Company from Devoe Manufacturing Company; Acme Works from the Acme Oil Company; the business of Thompson & Bedford from the Thompson & Bedford Company; also properties of the Portland Kerosene Oil Company and properties of Maverick Oil Company; also the plant of the Oswego Manufacturing Company; also, from the Atlas Refining Company, the Atlas Works at Buffalo.	Long Island Works; Empire Yards; Kings County, or Sone & Fleming Works; Queens County Works; Pratt Works; Devoe Manufacturing plant; Atlas Works at Buffalo; Oswego Cooperage Works; company carries on the Thompson & Bedford lubricating export business; also owns oil yards at Boston and Portland, and oil yards and marketing stations in New York and New England.
Standard Oil Company, Ohio.	.....	Entire stock owned in 1882 by parties to trust agreement.	.....	Purchased in 1888 properties of the American Lubricating Oil Company.	Refineries at Cleveland, Ohio; also marketing stations in Ohio.
Swan & Finch Company.	.....	Organized by trustees of Standard Oil Trust with minority stockholders in in 1891, trustees of Standard Oil Trust taking 75% of the stock. Balance of stock purchased by Standard Oil Company (New Jersey) in 1894.	Company at the time of its organization purchased the business, trade-marks, etc., of the firm of Swan & Finch, in which firm Thompson & Bedford had owned a ½ interest since 1885.	.....	Business of Swan & Finch Company is compounding and mixing lubricating oils, greases, etc., and marketing same.

Underhay Oil Company.	$50,000.00 (500 shares); reduced in 1895 to $25,000.00 (250 shares).	Organized in 1890 by trustees of Standard Oil Trust, trustees taking entire capital stock.	Company purchased at the time of its organization properties of Underhay & Company, Boston.	.....	A marketing business in Boston.
Union Tank Line.....	.....	Organized in 1891 by trustees of Standard Oil Trust, who took entire stock of the company.	Company purchased from Standard Oil Company Ohio at the time of its organization the tank cars of Standard Oil Company Ohio.	.....	Tank cars.
United Oil Company...	.....	Continental Oil Company purchased in 1887, time of organization of company, 17% of its stock.	Refinery in Colorado.....	.....	Refinery in Colorado.
Vacuum Oil Company..	$25,000.00 (100 shares); increased to $2,500,000.00 in 1903.	75% of stock owned by parties to trust agreement at the time of organization of trust. Balance of stock acquired by Standard Oil Company (New Jersey) in 1900; increased stock taken by Standard Oil Company (New Jersey).	Works at Rochester.....	Purchased works at Olean from Standard Oil Company of New York in 1902.	Company now owns works at Rochester and the works at Olean purchased from Standard Oil Company of New York.
Waters-Pierce Oil Company.	.....	Standard Oil Company acquired the same amount of its stock that they held in the old Waters-Pierce Oil Company.	Company at the time of its organization in 1900 acquired properties of old Waters-Pierce Oil Company.	.....	Marketing stations in Missouri, Arkansas, Louisiana, Texas, and Oklahoma; also properties in Mexico.

PRODUCING COMPANIES.

Companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1; and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11.

SECOND DIVISION.

Name of company.	Notes as to changes in capitalization.	Organization.	Chief properties owned at time of trust agreement or at time of organization of company or acquisition of interest therein.	Chief subsequent acquisitions.	Chief properties now owned.
Carter Oil Company		Entire outstanding capital stock acquired by the South Penn Oil Company some time prior to 1898.			Company owns properties in West Virginia.
Forest Oil Company					A Pennsylvania producing company which has now transferred all of its properties to the South Penn Oil Company.
Hazelwood Oil Company.		Stock now held by Standard Oil Company purchased by National Transit Company in 1898.			A producing company in Pennsylvania.
Marion Oil Company	$500,000.00 (5,000 shares); reduced to $200,000.00 (2,000 shares).	Organized by Standard Oil trustees and others in 1891, Standard Oil trustees taking half of the stock.			A producing company in Pennsylvania.
Ohio Oil Company		Outstanding capital stock purchased by National Transit Company in 1889.	Company owned producing territory in the Lima field.	In 1892 company purchased the entire property of the Jackson Oil Company.	Company owns producing territory in Ohio, Indiana, and Illinois, and also private pipe lines.
South Penn Oil Company.	$2,000,000.00 (20,000 shares); increased in 1892 to $2,500,000.00 (25,000 shares).	Company organized in 1889 by National Transit Company, all the stock being taken by the National Transit Company. Trustees of Standard Oil Trust acquired increased stock at time of increase.	It acquired on its organization producing properties in Pennsylvania.	In 1892 it purchased the properties of Union Oil Company and Midland Oil Company. It also acquired properties of North Penn Oil Company, and in 1901 it purchased properties of Forest Oil Company, that company having purchased in 1896 properties of Producers' Consolidated Land & Petroleum Company.	Producing properties in Pennsylvania field.
West Virginia Oil Company.		Trustees purchased 950 shares out of 2,000 in 1886, and Galena Oil Company purchased 62 shares in 1900.			Producing company owning properties in West Virginia.

Washington Oil Company.	.....	Stock in company purchased by Standard Oil trustees in 1890.	.....	.....	Company owns producing properties in Pennsylvania.
New Domain Oil & Gas Company.	.....	South Penn Oil Company prior to 1898 purchased 4,792 shares; and thereafter National Transit Company acquired balance.	.....	.....	Producing properties in Kentucky.
Prairie Oil & Gas Company.	.....	Organized by National Transit Company and all of its stock taken by National Transit Company.	Purchased at time of its organization producing properties and stocks of oil in Kansas owned by Forest Oil Company.	.....	Owns producing properties in Kansas and Oklahoma, private gathering lines in Kansas and Oklahoma, and private pipe line to Griffith.

PRODUCING COMPANIES—Continued.

Companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1; and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11—Continued.

THIRD DIVISION.

Name of company.	Notes as to changes in capitalization.	Organization.	Chief properties owned at time of trust agreement or at time of organization of company or acquisition of interest therein.	Chief subsequent acquisitions.	Chief properties now owned.
Buckeye Pipe Line Company.	$100,000.00 (2,000 shares); increased in 1890 and 1892 to $10,000,000.00 (200,000 shares).	Organized in 1886 by National Transit Company, which took entire stock. All increases acquired by Standard Oil trustees at time of issue.	Company constructed gathering lines in Ohio.	Acquired in 1892 from Cygnet Pipe Line a line from Cygnet to Mantua; from the Connecting Pipe Line Company a line from Lima to Cygnet; from the Indiana Pipe Line Company a line from Lima to the Indiana border; from the National Transit Company a line from the Pennsylvania border to Mantua and Cleveland; from the Macksburg Pipe Lines gathering lines in southeast Ohio.	Pipe lines in Ohio.
Crescent Pipe Line Company.	$100,000.00 (20,000 shares); increased in 1906 to $3,000,000.00 (60,000 shares).	Outstanding stock purchased by National Transit Company in 1895. Increase of stock taken by Standard Oil Company (New Jersey).	.....	.....	Pipe line in Pennsylvania.
Cumberland Pipe Line Company.	.....	Organized by National Transit Company in 1901, all stock being taken by the National Transit Company.	Company on its organization purchased from National Transit Company lines previously constructed by that company in Kentucky and Tennessee.	.....	Pipe lines in Kentucky.
Eureka Pipe Line Company.	.....	Organized in 1890 by trustees of Standard Oil Trust. No minority stockholders. Company constructed West Virginia pipe lines.	.....	.....	Pipe lines in West Virginia.
Franklin Pipe Line Company, Limited.	.....	95 shares owned by parties to trust agreement; 100 shares thereafter acquired.	.....	.....	A gathering line in western Pennsylvania.
Indiana Pipe Line Company.	.....	Organized in 1891 by National Transit Company, which took entire stock.	Entire capital stock of company issued to National Transit Company in purchase of pipe line from Indi-	.....	Pipe lines in Indiana.

			ana border to Chicago, constructed by National Transit Company in 1888.		
National Transit Company.	.....	⅞⅞ of stock owned by parties to trust agreement at the time of organization of the trust. Balance acquired prior to 1892.	.....	.....	Pipe lines in Pennsylvania.
New York Transit Company.	.....	Organized in 1892 by National Transit Company, which took all of the stock.	Purchased from National Transit Company at time of its organization. Line from New York State line through Olean to New Jersey border and seaboard; also line from Olean northwest to Buffalo.	Subsequently purchased from National Transit Company gathering lines in New York.	Pipe lines in New York.
Northern Pipe Line Company.	.....	Organized in 1889 by National Transit Company, which took all the stock.	At time of its organization purchased from National Transit Company lines in northwest Pennsylvania between Colegrove and Ohio border, and Colegrove and New York border.	.....	Pipe lines in Pennsylvania.
Producers Oil Company (Limited).	.....	National Transit Company bought 25 shares of stock in 1898.	.....	.....	
Producers & Refiners Oil Company (Limited).	.....	In 1895 National Transit Company purchased 300 shares.	.....	.....	
Southern Pipe Line Company.	.....	Organized by National Transit Company in 1890, all the stock being taken by National Transit Company.	Constructed pipe lines from Pennsylvania-West Virginia border to Millway and Philadelphia.	.....	Pipe line in Pennsylvania.
Southwest Pennsylvania Pipe Lines.	.....	Organized by the National Transit Company in 1885, all of the stock being taken by the National Transit Company.	Company constructed lines in southwestern Pennsylvania.	.....	Pipe lines in Pennsylvania.
Tidewater Oil Company.	.....	Stock in the company acquired in 1907 in exchange for stock in the Tidewater Pipe Line.	.....	.....	
United States Pipe Line Company.	.....	In 1895 the National Transit Company purchased 3,883 shares and in 1901 fifty shares.	.....	.....	

FOREIGN COMPANIES.

Companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1; and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11.

FOURTH DIVISION.

Name of company.	Notes as to changes in capitalization.	Organization.	Chief properties owned at time of trust agreement or at time of organization of company or acquisition of interest therein.	Chief subsequent acquisitions.	Chief properties now owned.
Actien Gesellschaft Atlantic (Atlantic Steamship Company).		A German company organized by trustees of Standard Oil Trust and others, in 1891, to own and operate steamers engaged in the Italian trade.			Steamships.
American Petroleum Company.		Organized under the laws of Holland, in 1891, by trustees of Standard Oil Trust, with minority stockholders, to carry on a marketing business in Holland, Belgium, and on the Rhine.			Properties in Holland, Belgium, and Germany.
Anglo-American Oil Company, Limited.		Organized by trustees of Standard Oil Trust in 1888 under the laws of Great Britain, to do a marketing business in Great Britain, all stock being taken by Standard Oil trustees.			Properties in Great Britain.
Bedford Petroleum Company.		Organized in 1902 by Standard Oil Company (New Jersey) which took the entire stock. It purchased properties in France previously owned by Bedford & Cie., an agency of Standard Oil Company of New York.			Properties in France.
Colonial Oil Company.		Organized in 1901 by Standard Oil Company (New Jersey) which took the entire stock.	Company organized to do a marketing business in Australia, Portugal, and its dependencies.		Properties in Portugal and dependencies.
Det Danske Petroleums Aktieselskab.		Interest in the company purchased by trustees of Standard Oil trust in 1892.	This company does a marketing business in the Scandinavian States.		
Deutsche-Amerikanische Petroleum Gesellschaft.		Company organized by Standard Oil trustees and others in 1890. Outstanding stock purchased by Standard Oil Company (New Jersey) in 1904.	Company organized to do a marketing business in Germany.		Properties in Germany.
Empriza Industriale de Petrolio.		Organized in 1896 by Standard Oil Company (New Jersey) and Flint, Eddy & Company, to construct and operate a refinery at Rio de Janeiro.			Properties at Rio de Janeiro.
Galena Oil Company Societe Anonyme Francaise.		Organized by Galena-Signal Oil Company, which took entire stock.			Properties in France.
Gibraltar Petroleum Company.		Organized by Anglo-American Oil Company (Limited), which took entire stock.			Properties in Gibraltar.
Imperial Oil Company (Limited).		Stock in the company purchased by Anglo-American Oil Company in 1898.			Properties in Canada.

International Oil Company (Limited).		Organized in 1900 by Standard Oil Company of New York, which took all of the stock of the Company.	Company built a refinery in Japan.		Enterprise unsuccessful and refinery sold. Company now out of business.
Queens City Oil Company (Limited).		Organized in 1896 by Anglo-American Oil Company with minority stockholders.			Properties in Canada.
Raffinerie Française		Organized in 1891 by Standard Oil Company of New York, which took entire stock.			Properties in France.
Roumana Americana Company.		Organized by Standard Oil Company (New Jersey) in 1905, its entire capital stock being taken by the Standard Oil Company (New Jersey).			Owns properties, etc., in Roumania.
Società Italo-Americana pel Petrolio.		Organized by trustees of Standard Oil trust with minority stockholders in 1891, Standard Oil trustees taking a majority of the stock.			Properties in Italy.
West India Oil Refining Company.		Organized in 1882, half of the stock being taken for account of Standard Oil trustees.	Company constructed at the time of its organization a refinery at Havana.		Properties at Havana, Cuba.
West India Oil Company.		Organized by Standard Oil Company (New Jersey) in 1902, Standard Oil Company (New Jersey) taking the entire capital stock.	Company upon its organization purchased from the Standard Oil Company (New Jersey) marketing stations in Porto Rico.		Marketing stations in Porto Rico.

All of the companies in which the Det Danske Petroleums Aktieselskab owns stock are marketing companies in the Scandinavian states.

The business of all of the companies in which the Deutsche-Amerikanische Petroleum Gesellschaft owns stock is confined to Germany, except the Petroleum Import Company, the Schweizerische Petroleum Handels-Gesellschaft, and the Società Anonyme Petroles, which are marketing companies doing business in Switzerland.

All of the companies in which stock is owned by the Società Italo-Americana pel Petrolio are marketing companies doing business in Italy, Switzerland, and on the Mediterranean.

All of the companies in which the Vacuum Oil Company owns stock are foreign companies organized by the Vacuum Oil Company, all the stock being taken by the Vacuum Oil Company. They act as agencies of the Vacuum Oil Company in various foreign countries, some of them having refining or mixing works.

Companies in which the Anglo-American Oil Company Limited, owns stock not specially mentioned are marketing companies in Great Britain.

GAS COMPANIES.

Companies whose stocks are owned by the Standard Oil Company (New Jersey), as shown in petitioner's Exhibit 1, and companies owned by companies in which the Standard Oil Company (New Jersey) owns stock, as shown in petitioner's Exhibit 11.

FIFTH DIVISION.

Name of company.	Present business.	Name of company.	Present business.
Clarksburg Light & Heat Company	A natural gas company.	Northwestern Ohio Natural Gas Company	A natural gas company.
Connecting Gas Company	" " "	People's Natural Gas Company	" " "
Hope Natural Gas Company	" " "	Pittsburg Natural Gas Company	" " "
East Ohio Gas Company	" " "	Reserve Gas Company	" " "
Lawrence Natural Gas Company	" " "	River Gas Company	" " "
Mahoning Gas Fuel Company		Taylorstown Natural Gas Company	

DEFENDANTS' EXHIBIT 272.

Companies shown in petitioner's Exhibit 257, omitting companies named in trust agreement of 1882 and omitting companies named in petitioner's Exhibits 1 and 11 (covered by defendants' Exhibit 271).

DOMESTIC COMPANIES.

Name of company.	Capital stock.	Organized.	Properties.	Disposition of properties.
Atlas Refining Company...	$200,000.00 (2,000 shares).....	Entire capital stock purchased by Standard Oil trustees in 1882.	Company owned, at time of acquisition, refinery at Buffalo.	Properties sold to Standard Oil Company (New Jersey) in 1892. Company liquidated and ceased business, and now owned by Standard Oil Company of New York.
American Wick Manufacturing Company.	$25,000.00 (250 shares).....	Organized by Standard Oil trustees, all the stock being taken by trustees.	Wick-manufacturing plant created by company.	Properties sold in 1892 to Standard Oil Company of New York. Company liquidated and ceased business.
Central Refining Company (Limited).	$150,000.00 in 1883.....	Standard Oil trustees purchased 1,000 shares in 1883. Outstanding stock purchased by Standard Oil Company (New Jersey) in 1900.	Small refinery on Newtown Creek between Sone & Fleming Works and the Brooklyn works of Standard Oil Company of New York.	Works leased in 1890 to Standard Oil Company of New York. In 1900 works sold to Standard Oil Company of New York and company liquidated and ceased business. Works combined with Sone & Fleming Works of Standard Oil Company of New York.
Eagle Oil Company.....	$350,000.00 (3,500 shares).....	Organized in 1883 by Standard Oil trustees; all the stock taken by Standard Oil trustees.	Purchased at time of its organization from Standard Oil Company (New Jersey) the Eagle Works at Communipaw.	Properties sold in 1892 to Standard Oil Company (New Jersey) and company liquidated and ceased business.
Globe Refining Company, Pittsburg.	$500,000.00 (5,000 shares).....	Entire capital stock purchased February 6, 1890, by Standard Oil trustees.	Company had refinery at Pittsburg and stock Globe Refining Company, Philadelphia, and 45% of stock of Western & Atlantic Pipe Line was held for its account.	Properties sold in 1890 to Standard Oil Company of Pittsburg and company liquidated and ceased business. Refinery consolidated with Pittsburg works of Standard Oil Company, Pittsburg.
Globe Refining Company, Philadelphia.	$500,000.00 (5,000 shares).....	Organized by the Globe Refining Company of Pittsburg; all the stock in company acquired by Standard Oil trustees along with stock of the Globe Refining Company of Pittsburg.	Refining plant at Philadelphia.....	Properties sold in 1890 to Atlantic Refining Company, and company liquidated and ceased business.
Liebig Manufacturing Company.	$1,500,000.00 (15,000 shares)..	Organized by Standard Oil trustees and others. Standard Oil trustees acquired at time of organization of company 5,244 shares and Standard Oil Company (New Jersey) purchased at par in 1895, 6,000 shares.	Company organized for the utilization of spent acid in the manufacture of fertilizers.	Entire Standard Oil interests in the company sold in 1899 to American Agricultural Chemical Company for cash.

Oswego Manufacturing Company.	$100,000.00 (1,000 shares).....	Organized in 1884 by Standard Oil trustees; all stock taken by them.	Constructed and operated a cooperage plant at Oswego for the manufacture of shooks.	Properties sold in 1892 to Standard Oil Company of New York, and company liquidated and ceased business.
Rasin Fertiliser Company..	$219,000.00 (1,000 shares preferred, 1,190 shares common); Standard Oil trustees acquired in 1886, 435 shares preferred, 600 shares common; 1890, 19 shares preferred, 132 shares common.	.....	Company's business was the utilizing of spent acid in the manufacture of fertilizers.	All the properties of the company were sold in 1896 to the Virginia-Carolina Chemical Company; company liquidated and ceased business.
Vesta Oil Works.....	$120,000.00 (1,200 shares).....	Organized by Standard Oil interests and others in 1882. $90,000.00 of stock taken by Standard Oil trustees on organization of company. Balance of stock purchased by Standard Oil trustees in 1882.	Company purchased at time of organization the Vesta Oil Works in Brooklyn, of which ⅞ interest was owned by Acme Oil Company at time of trust agreement of 1882.	In 1884 company sold all of its properties to the Standard Oil Company of New York, and company was liquidated and ceased business.
National Storage Company.	$2,400,000.00 (24,000 shares)..	Entire stock owned by National Transit Company at time of trust agreement of 1882.	Storage yards, etc., at Jersey City.....	Entire capital stock of National Storage Company, together with the entire capital stock of the National Docks Railway Company, to which part of the properties of the National Storage Company were transferred, sold by Standard Oil Company (New Jersey) to the Lehigh Valley Railway Company in 1899.
Union Refining Company..	$18,000.00 (180 shares).....	Entire capital stock purchased by Standard Oil trustees in 1882.	Refinery at Oil City.....	In 1887 equipment otherwise utilized and subsequently land sold. Company liquidated and ceased business.

Companies shown in petitioner's Exhibit 257, omitting companies named in trust agreement of 1882 and omitting companies named in petitioner's Exhibits 1 and 11 (covered by defendants' Exhibit 217)—Continued.

MARKETING COMPANIES.

Name of company.	Capital stock.	Organized.	Properties.	Disposition of properties.
Capital City Oil Company..	$25,000.00 (250 shares).....	Organized by Standard Oil trustees with minority stockholders; 187 shares of stock acquired by Standard Oil trustees at time of organization; balance purchased by Standard Oil Company (New Jersey) in 1901.	Company organized to do a marketing business at Harrisburg, Pennsylvania.	Properties sold to the Atlantic Refining Company in 1901 and company liquidated and ceased business.
Chester Oil Company of Minnesota.	$10,000.00 (100 shares).....	Entire stock purchased in 1888.....	Local marketing business in Minnesota.	Properties sold to Standard Oil Company, Indiana, in 1892 and company liquidated and ceased business.
Des Moines Oil Tank Line Company.	$25,000.00 (250 shares).....	Entire stock purchased by Standard Oil trustees June 20, 1890.	Local marketing company doing business at Des Moines, Sioux City, and Omaha.	Properties sold in 1892 to Standard Oil Company, Kentucky, and company liquidated and ceased business.
Electric Light Oil Company.	$5,000.00 (50 shares).....	Purchased by Standard Oil trustees in 1890 for $5,000.00.	Local marketing business in Philadelphia.	Properties sold in 1892 to Atlantic Refining Company and company liquidated and ceased business.
P. C. Hanford Oil Company.	$500,000.00 (5,000 shares)....	Organized by Standard Oil trustees with P. C. Hanford as minority stockholder, Standard Oil trustees acquiring 2,550 shares of stock at time of organization of company. Minority stock purchased by Standard Oil trustees March 7, 1890.	Organized to carry on a marketing business in northern Illinois, Wisconsin, &c. Purchased from Standard Oil Company, Ohio, at time of organization marketing stations, &c., at Chicago, Milwaukee, and elsewhere.	Properties sold to Standard Oil Company, Illinois, in 1891 and company liquidated and ceased business.
Monarch Oil Company.....	$11,200.00 (112 shares).....	In 1887 Standard Oil trustees purchased 64 shares and in 1890.48 shares.	Company had a marketing business in Cincinnati and vicinity.	In 1899 company was liquidated, its properties being sold to Standard Oil Company, Kentucky. Company ceased business.
McKirgan Oil Company ...	$75,000.00 (750 shares)	Organized in 1883 by Standard Oil trustees with minority stockholders. Standard oil trustees taking 382 shares, minority stock purchased by Standard Oil trustees in 1884.	Company did a marketing business in Newark.	Property sold to Standard Oil Company (New Jersey) in 1891 and company liquidated and ceased business.
Mehlen's Family Oil Company, Limited.	$10,000.00 (400 shares).....	Entire capital stock purchased in 1889 by Standard Oil interests.	Local marketing business at Long Island City and vicinity.	Properties sold in 1892 to Standard Oil Company of New York and company liquidated and ceased business.
Standard Oil Company, Illinois.	$1,100,000.00 (11,000 shares); issued 8,000 shares, all to trustees of Standard Oil Trust.	Organized by Standard Oil trustees in 1890.	Purchased at time of organization properties of P. C. Hanford Oil Company.	Properties sold in 1892 to Standard Oil Company, Indiana. Company liquidated and ceased business.
Standard Oil Company, Minnesota.	$100,000.00 (1,000 shares); increased in 1890, $500,000 (5,000 shares); all stock taken by trustees of Standard Oil Trust.	Organized by trustees of Standard Oil Trust, 1886.	At time of its organization it purchased marketing stations from Standard Oil Company, Ohio, in Minnesota.	Properties sold in 1892 to Standard Oil Company, Indiana. Company liquidated and ceased business.

West Michigan Oil Company.	$25,000.00 (1,600 shares).....	In 1888 Standard Oil trustees purchased entire stock.	Company did a marketing business in west Michigan.	Properties sold in 1889 to Standard Oil Company Ohio. Company liquidated and ceased business.
White's Golden Lubricator Company.	$50,000.00 (500 shares).....	Standard Oil trustees purchased entire stock of company in 1889.	Marketing business; headquarters at Cincinnati.	In 1902 properties sold to Standard Oil Company (Kentucky) and company liquidated and ceased business.
New Jersey Oil Company..	$50,000.00 (500 shares of which 436 shares were issued).	Stock bought by Standard Oil trustees in 1890.	Local marketing business in Newark, New Jersey.	Properties sold to Standard Oil Company (New Jersey) in 1895 and company liquidated and ceased business.
• Globe Oil Company.....	$25,000.00 (250 shares).....	Entire capital stock purchased by Standard Oil trustees in 1887.	Marketing business in Minneapolis, Minnesota.	Company liquidated in 1892 and ceased business.
United Refiners Export Company.	$50,000.00 (500 shares).....	Entire capital stock purchased by trustees of Standard Oil trust in 1886.	Marketing business at Perth Amboy, New Jersey.	Company was liquidated in 1897, its properties being sold to the Standard Oil Company (New Jersey). Company ceased business.
• L. D. Mix Oil & Naphtha Company.	$10,000.00 (100 shares).....	Standard Oil trustees purchased 95 shares of stock of company in 1891.	Company did a local marketing business at Cleveland, buying its supplies from the Standard Oil Company (Ohio).	In 1891 properties sold to Standard Oil Company (Ohio) and company liquidated and ceased business.

PRODUCING COMPANIES.

Union Oil Company.....	$4,000,000.00 (40,000 shares)..	Trustees purchased in 1890, 31,610 shares.	Producing properties in Pennsylvania.	Company liquidated and ceased business. Properties sold to South Penn Oil Company.
North Penn Oil Company..	$2,000,000.00 (20,000 shares)..	Organized in 1889 by National Transit Company, originally issued 10,000 shares; all taken by National Transit Company. In 1890 Standard Oil trustees purchased 6,500 shares. In 1891 purchased 650 shares.	Producing properties in Pennsylvania.	Properties sold to South Penn Oil Company in 1892 and company liquidated and ceased business.
Forest Oil Company.....	In 1892, $5,000,000.00 (55,000 shares).	In 1890-1891 Standard Oil trustees purchased 31,832 shares. In 1891 National Transit Company purchased 16,018 shares. In 1892 Standard Oil trustees acquired 7,150 shares from company.	Producing properties in Pennsylvania. In 1896 company purchased properties of Producers Consolidated Land & Petroleum Company.	In 1901 company sold all of its properties to the South Penn Oil Company and company was liquidated and ceased business.
Associated Producers Company.	$1,000,000.00 (10,000 shares)..	July 15, 1890, Standard Oil trustees purchased 3,566 shares from Union Oil Company.	Producing properties in New York.....	June 27, 1890, stock was sold to Tide Water Pipe Line Company (Limited).
Midland Oil Company.....	$2,000,000.00 (20,000 shares)..	December 29, 1890, Standard Oil trustees purchased 3,400 shares. April 1, 1891, National Transit Company purchased 7,600 shares. March 16, 1892, Standard Oil trustees purchased 9,000 shares from the company for cash at par.	Producing properties in Pennsylvania.	In 1892 properties were sold to the South Penn Oil Company and company liquidated and ceased business.
Jackson Oil Company.....	$100,000.00 (2,000 shares).....	Organized in 1891 by National Transit Company, who took entire capital stock of ocmpany.	Producing properties in Ohio.....	In 1892 properties sold to the Ohio Oil Company and company liquidated and ceased business.

Companies shown in petitioner's Exhibit 257, omitting companies named in trust agreement of 1882 and omitting companies named in petitioner's Exhibits 1 and 11 (covered by defendants' Exhibit 271)—Continued.

PIPE LINE COMPANIES.

Name of company.	Capital stock.	Organized.	Properties.	Disposition of properties.
Connecting Pipe Line Company.	$170,000.00 (1,700 shares).....	Organized in 1889 by National Transit Company, who took entire stock.	On its organization company purchased from National Transit Company a line from Lima to Cygnet, Ohio, constructed in 1889 by National Transit Company.	In 1892 properties sold to Buckeye Pipe Line Company, and company liquidated and ceased business.
Macksburg Pipe Line Company.	$200,000.00 (2,000 shares).....	Organized in 1886 by National Transit Company, National Transit Company taking entire capital stock.	Purchased at time of organization from National Transit Company gathering lines in southeast Ohio, constructed by National Transit.	In 1892 properties were sold to Buckeye Pipe Line Company, and company liquidated and ceased business.
Western & Atlantic Pipe Line Company.	$50,000.00 (500 shares).....	Trustees purchased from Globe Refining Company 45% of the stock in 1890; balance of stock never acquired.	Gathering line near Pittsburg.....	Company went out of business about 1894, and was liquidated.
Cygnet Pipe Line Company.	$1,200,000.00 (20,000 shares)..	Organized in 1889 by National Transit Company, which took the entire capital stock.	Company on its organization purchased from National Transit Company pipe line from Mantua to Cygnet, constructed by National Transit.	In 1892 company sold all of its properties to Buckeye Pipe Line Company, and was liquidated and ceased business.
United Pipe Line Company.	$5,000,000.00 (50,000 shares)..	94% of the stock of this company owned by National Transit Company at time of formation of trust. Balance, 3,200 shares, purchased by Standard Oil trustees in 1882 and sold to National Transit Company.	.....	Properties of United Pipe Lines conveyed to National Transit Company November 28, 1883.
Tide Water Pipe Line Company.	.....	Bought between December 31, 1883, and March 1, 1888, 3,065 voting shares and 3,150 nonvoting shares.	.....	

FOREIGN COMPANIES.

Bushnell & Company, Limited.	$50,000.00 (500 shares).....	Organized by Standard Oil trustees in 1890, all the stock being taken by the Standard Oil trustees.	Purchased marketing stations and business, headquarters at Montreal, created and carried on by Standard Oil Company of New York since 1885.	In 1898 properties sold to Imperial Oil Company, Limited, and company liquidated and ceased business.
Eastern Oil Company.....	$50,000.00 (500 shares).....	Organized by Standard Oil trustees with minority stockholders, 326 shares being taken by Standard Oil trustees.	Did a marketing business in New Brunswick, Canada.	Properties of company sold in 1898 to Imperial Oil Company, Limited, and company liquidated and ceased business.

GAS COMPANIES.

Natural Gas Trust		Organized by National Transit Company, which company transferred to it stocks in several gas companies.		Certificates of Natural Gas Trust in 1889 transferred to Standard Oil trustees who distributed certificates as a dividend. Neither the Standard Oil trustees nor the Standard Oil companies have since had any interest in the trust.
Pennsylvania Globe Gas Light Company.		Stock acquired as an investment; afterwards exchanged for United Gas Improvement Company stock.	A Philadelphia gas company	
United Gas Improvement Company.		Acquired in exchange for stock in the Pennsylvania Globe Gas Light Company, and subsequently sold.		

DEFENDANTS' EXHIBIT 273.

Companies shown in petitioner's Exhibits 2 to 10, being balance sheets of Standard Oil Company (New Jersey), omitting companies owned by Standard Oil interests prior to dissolution of the trust, and omitting companies shown in petitioner's Exhibits 1 and 11, covered by defendants' Exhibit 271.

Name of company.	Capital stock.	Organized.	Properties.	Disposition of properties.
Argand Refining Company.	$200,000.00 (2,000 shares).....	Purchased by Standard Oil Company (New Jersey) in 1898.	Refinery located at Marietta, Ohio....	Company liquidated and ceased business.
New Jersey Storage Company.	$100,000.00 (1,000 shares).....	Purchased by Standard Oil Company (New Jersey) in 1899.	Warehouses and real estate at Bayonne.	All the properties of company conveyed to Standard Oil Company (New Jersey); company liquidated and ceased business.
Standard Oil Company, Missouri.	$2,000.00 (20 shares).....	Organized by Standard Oil Company (New Jersey) in 1896.	.....	Company liquidated in 1900.
Pacific Coast Oil Company.	$1,000,000.00 (100,000 shares); in 1902–1903 capital increased to $6,000,000 (600,000 shares).	Entire outstanding capital stock purchased by Standard Oil Company (New Jersey) December 31, 1900. Increases of stock taken and paid for by Standard Oil Company (New Jersey) at par.	At time of purchase by Standard Oil Company company owned small refinery at Alameda, California, some producing territory, etc. Refinery at Richmond, pipe lines, etc., constructed, and floating equipment acquired after acquisition of stock by Standard Oil Company (New Jersey).	In 1906 name of company changed to Standard Oil Company, California; par value of shares increased to $100 and capital increased. See Standard Oil Company, California.
Republic Oil Company.....	$350,000.00 (3,500 shares).....	Organized by Standard Oil Company (New Jersey) in 1901.	It purchased at time of its organization the properties of the firm of Scofield, Shurmer & Teagle.	Company sold its properties chiefly to Standard Oil Company, Ohio, and Standard Oil Company, Indiana; company liquidated and ceased business.
Denlinger Brothers Oil Company.	$50,000.00 (1,000 shares).....	Purchased by Standard Oil Company (New Jersey) in 1902.	A marketing business in Pittsburg....	In 1906 all the properties of company were sold to Atlantic Refining Company; company liquidated and ceased business.

DEFENDANTS' EXHIBIT 274.

Companies which were, on July 1st, 1890, owned in whole or in part by Standard Oil interests.

Name of company.	Total capital issued July 1, 1890.	Proportion owned by Standard Oil interests.	By whom owned.
Acme Oil Company, New York.	$300,000.00 (3,000 shares)...	All.....	Standard Oil trustees.
Acme Oil Company, Pennsylvania.	$300,000.00 (3,000 shares)...	"	"
Anglo-American Oil Company, Limited.	£200,000 (10,000 shares)....	"	"
Atlantic Refining Company....	$400,000.00 (4,000 shares)...	"	"
Atlas Refining Company.....	$200,000.00 (2,000 shares)...	"	"
American Wick Manufacturing Company.	$25,000.00 (250 shares).....	"	"
Baltimore United Oil Company.	$600,000.00 (6,000 shares)...	"	"
Beacon Oil Company.....	$100,000.00 (1,000 shares)...	"	"
Buckeye Pipe Line Company...	$100,000.00 (2,000 shares)...	"	"
Bush & Denslow Manufacturing Company.	$300,000.00 (3,000 shares)...	½.....	"
Capital City Oil Company.....	$25,000.00 (250 shares).....	187/250.....	"
Camden Consolidated Oil Company.	$200,000.00 (4,000 shares)...	All.....	"
Chesebrough Manufacturing Company.	$500,000.00 (5,000 shares)...	2777/5000.....	"
Chester Oil Company, Minnesota.	$10,000.00 (100 shares).....	All.....	"
Consolidated Tank Line Company.	$1,000,000.00 (10,000 shares)	"	"
Central Refining Company, Limited.	$200,000.00 (2,000 shares)...	1335/2000.....	"
Continental Oil Company.....	$300,000.00 (3,000 shares)...	2061/3000.....	"
Connecting Pipe Line Company.	$170,000.00 (1,700 shares)...	All.....	"
Deutsche-Amerikanische Petroleum Actien Gesellschaft.	9,000,000 marks (9,000 shares).	½.....	"
Devoe Manufacturing Company.	$300,000.00 (3,000 shares)...	All.....	"
Eastern Oil Company	$50,000.00 (500 shares).....	325/500.....	"
Des Moines Oil Tank Line.....	$25,000.00 (250 shares).....	All.....	"
Eclipse Lubricating Oil Company, Limited.	$175,000.00 (3,500 shares)...	"	"
Empire Refining Company, Limited.	$100,000.00 (1,000 shares)...	8/10.....	"
Eagle Oil Company.....	$350,000.00 (3,500 shares)...	All.....	"
Franklin Pipe Line Company, Limited.	$50,000.00 (500 shares)	195/500.....	"
Globe Refining Company, Pittsburg.	$500,000.00 (5,000 shares)...	All.....	"
Globe Refining Company, Philadelphia.	$500,000.00 (5,000 shares)...	"	Globe Refining Company, Pittsburg.
Galena Oil Works, Limited.....	$150,000.00 (6,000 shares)...	5175/6000.....	Standard Oil trustees.
Galena Farm Oil Company, Limited.	$50,000.00 (1,000 shares)...	77½%.....	"
P. C. Hanford Oil Company....	$500,000.00 (5,000 shares)...	All.....	"
Imperial Refining Company, Limited.	$300,000.00 (3,000 shares)...	"	"
Inland Oil Company.....	$50,000.00 (500 shares)....	½.....	"
Liebig Manufacturing Company.	$1,000,000.00 (10,000 shares)	5244/7000.....	"
Lawrence Natural Gas Company.	$750,000.00 (7,500 shares)...	All.....	"
Monarch Oil Company.....	$11,200.00 (112 shares).....	"	"
Mahoning Gas Fuel Company..	$750,000.00 (7,500 shares)...	"	"
Maverick Oil Company.....	$100,000.00 (1,000 shares)...	"	"
McKirgan Oil Company.....	$75,000.00 (750 shares).....	"	"
National Transit Company.....	$25,455,200.00 (509,104 shares).	494,092 shares.....	"
Charles Pratt & Company (Pratt Manufacturing Company).	$500,000.00 (5,000 shares)...	All.....	"
Northwestern Ohio Natural Gas Company.	$5,550,000.00 (55,500 shares)	31,302 shares.....	"
Oswego Manufacturing Company.	$100,000.00 (1,000 shares)...	All.....	"
Mehlen's Family Oil Company.	$10,000.00 (400 shares).....	"	"
Portland Kerosene Oil Company.	$200,000.00 (2,000 shares)...	All.....	"
Producers Consolidated Land & Petroleum Company.	$1,000,000.00 (10,000 shares)	6513-1/5 shares....	"
Pennsylvania Globe Gas Light Company.	.....	675 shares.....	"
Rasin Fertilizer Company.....	$219,000.00 (1,000 preferred, 1,190 common).	454 preferred, 732 common.	"
Standard Oil Company of New York.	$5,000,000.00 (50,000 shares)	All.....	"

Companies which were, on July 1st, 1890, owned in whole or in part by Standard Oil interests—Continued.

Name of company.	Total capital issued July 1, 1890.	Proportion owned by Standard Oil interests.	By whom owned.
Standard Oil Company, Ohio	$3,500,000.00 (35,000 shares)	All	Standard Oil trustees.
Standard Oil Company, New Jersey	$3,000,000.00 (30,000, shares)	All	"
Standard Oil Company, Iowa	$600,000.00 (6,000 shares)	60%	"
Standard Oil Company, Kentucky	$600,000.00 (6,000 shares)	All	"
Standard Oil Company, Minnesota	$500,000.00 (5,000 shares)	"	"
Standard Oil Company, Indiana	$500,000.00 (5,000 shares)	"	"
Signal Oil Works, Limited	$100,000.00 (1,000 shares)	387½ shares	"
South Penn Oil Company	$2,000,000.00 (20,000shares)	All	"
Smith's Ferry Oil Transportation Company	$20,000.00 (200 shares)	"	"
Scos & Fleming Manufacturing Company, Limited	$250,000.00 (2,500 shares)	"	"
Solar Refining Company, Limited	$500,000.00 (5,000 shares)	"	"
Southwest Pennsylvania Pipe Line Company	$500,000.00 (5,000 shares)	"	"
United Refiners' Export Company	$50,000.00 (500 shares)	"	"
Tidewater Pipe Company, Limited	$2,000,000.00	31.075%	"
Thompson & Bedford Company, Limited	$250,000.00 (2,500 shares)	½	"
Union Oil Company	$314,600.00 (31,460 shares)	All	"
Vacuum Oil Company	$25,000.00 (100 shares)	75½%	"
Waters-Pierce Oil Company	$400,000.00 (4,000 shares)	2750/4000	"
Washington Oil Company	$871,200.00 (17,424 shares)	11,310 shares	8,010 by Standard Oil Trustees: 3,300 by Union Oil Company.
West India Oil Refining Company	$400,000.00 (4,000 shares)	½	Standard Oil trustees.
West Michigan Oil Company	$25,000.00 (250 shares)	All	"
White's Golden Lubricator Company	$50,000.00 (500 shares)	"	"
West Virginia Oil Company	$200,000.00 (2,000 shares)	950/2000	"
Macksburg Pipe Line Company	$200,000.00 (2,000 shares)	All	"
National Storage Company	$2,400,000.00 (24,000 shares)	All	"
North Penn Oil Company	$100,000.00 (10,000 shares)	"	"
Ohio Oil Company	$350,000.00 (35,000 shares)	"	"
Forest Oil Company	$1,645,700.00 (16,457 shares)	"	"
Associated Producers Company	$1,000,000.00 (10,000 shares)	3,566 shares	Union Oil Company.
Western & Atlantic Pipe Line Company	$50,000.00 (500 shares)	45%	Globe Refining, Pittsburg.
Northern Pipe Line Company	$1,000,000.00 (10,000 shares)	All	National Transit Company.
Cygnet Pipe Line Company	$1,200,000.00 (12,000 shares)	"	"
Globe Oil Company (Minnesota)	$25,000.00 (250 shares)	"	Standard Oil Trustees.
Gilbert & Barker Manufacturing Company	$40,000.00 (400 shares)	306/400	Charles Pratt & Company.
Bergenport Chemical Company	$100,000.00 (1,000 shares)	All	"
Bushnell & Company, Limited		"	Standard Oil Company of New York.
Swan & Finch		½	Half interest in Swan & Finch owned by Thompson & Bedford Company, Limited.
United Oil Company		17%	Continental Oil Company.

DEFENDANTS' EXHIBIT 275.

The following is a partial list of foreign corporations and individual firms engaged in the petroleum business in competition with Standard Oil interests:

Money values used—

Ruble, 50c.; florin, 40c.; rupee, 32c.; mark, 24c.; franc, 19.3c.; lei, 19.3c.; lire, 19.3c.; kroner, 20.3c.; £ sterling, $5.00; yen, 50c.; tael, 65c.

RUSSIA.

Name.	Capital.	U. S. equivalent.
Production on the Peninsula Aspheron on the west shore of the Caspian Sea:		
Nobel Bros	Rbls. 15,000,000	{ $7,500,000 a $3,750,000
Russian Petroleum & Liquid Fuel Co. (formerly Tagaeff)	£1,100,000	$5,500,000
Anglo-Russian Petroleum Co. Ltd	£200,000	$1,000,000
Schibaieff Petroleum Co	£1,150,000	$5,750,000
Baku Russian Petroleum Co	£1,400,000	$7,000,000
A. I. Mantasheff & Co	Rbls. 26,000,000	$13,000,000
Societa Caspienne (Rothschilds) (money invested much larger)	Rbls. 6,000,000	$3,000,000
Caspian Oil Producing & Trading Co	Rbls. 2,000,000	$1,000,000
Mirzoeff Bros. Oil Producing Co	Rbls. 2,140,000	$1,070,000
Ropes Refining Co	Rbls. 1,200,000	$600,000
Eastern Transport Co. of Russia	Rbls. 7,500,000	$3,750,000
Baku Naphtha Co	Rbls. 2,300,000	$1,150,000
Balakhany Naphtha Co	Rbls. 2,450,000	$1,225,000
Naphtha Co	Rbls. 4,000,000	$2,000,000
Russian Naphtha Co	Rbls. 3,408,000	$1,704,000
Society Mazout	Rbls. 6,000,000	$3,000,000
Volga Caspian Naphtha & Trading Co	Rbls. 750,000	$375,000

a Bonds.

Capital not known.

Anglo-Caucasian Co. (Rothschilds).
Zovianoff.
Rilisky.
Asadoolaieff.
Zeitlin & Itzkovitch.
Caucasian Oil Co.
Kaplin & Lev.
Kascheyeff.
Lianozeff.
Vizlereff.
Nagieff Moosa.
O. Leites.
Kvarenstron.
Lootch.
Zeinaloff & A. Dembot Bros.
Hatzasriantz.
Pogosoff.
Hagan & Zeitlin.
Metrofanoff.
Benelnson.
Egiazaroff.
Nedezda.
Shagidanoff.
A. C. Mananoff.
L. M. Leites.
Sarkeisoff.
Chlenaveroff.
Adamoff Bros.
Sergaieff Bros.
Naphtha Trading Co.
Petrol Co.
J. G. Tumaieff & Co.
Abiantz.
Adamoff, A. I.
Adamoff, D. I.
Agbure Co.
Aragatz.
Arshaluis II.
Avacoff.
Aramazd.
Apscheron Co.
Ashuerbecoff Bros.
Amir-Asianoff & Dzalaroff.
Amir-Asianoff Bros.
Arlao-Caspian Co.
Amirdjan Co.
Alieff & Eminoff.
Anaid Co.
Anonymous Co.
Arpenik Co.
Astrakhan Co.
Arudjeff.
Ayvasoff (ex Hatzaturoff).
Bacht.
Balakhany S'ty.
Benkendorf.
Baku Naphta Commercial Co.
Baku Naphta Commercial Co. II.
Balakhano-Sabunchi Co.
Babaeff.
Caucasian S'ty.
Calantaroff M. A.
Calantaroff & Co.
Calantaroff Bros.
Calantaroff & Melicoff.
Colesnicoff & Co.
Crasilnicoff Bros.
Crasilnicoff Suc's.
Covaldji.
Dembot, G.
Dembot, I.
Dijadit.
Dadiani.
Gukasoff.
Gadimoff & Co.
Gadimoff & Asumoff.
Gabrieloff.
Gulieff Bros.
Haagen.
Halperin.
Hadkinsky.
Hassanoff & Alieff.
Imperial Domains.
Lazareff Bros.
Lusniak.
Moscow-Caucasian Co.
Moscow-Caucasian Co. II.
Motovililha.
Mitrofanoff.
Melicoff, A. S., & Co.
Muhtaroff.
Mamedoff.
Melik Agamiroff.
Mansvetoff.
Adamoff, I. D.
Melicoff Hussein.
Mustafaeff.
Mahmuroff.
Murieff & Zeinaloff.
Murieff & Ashumoff.
"Neft" Co.
New Ararat Co.
New Naphta Co.
Nadjaroff.
Otaroff Bros.
Pitoeff & Co.
Poppoff.
Pharos Co.
Rothschilds.
Russ. Co., "Neft."
Raduga Co.
Russia Co.
Rzaeff & Ashuroff.
Scoutschastniki.
Sarukhanoff.
Sinai Co.
Sumbatoff.
Schuscha Co.
Schirvan Co.
Tar-Akopoff Co.
Tiflis Co.
Tsaturoff.
Tchernoneboff.
Vartanoff.
Vorotan Co.
Vanaid Co.
Vorontzoff-Dashkoff.
Victoria Co.
Zarbalieff.
Adamoff & Nazaroff.
Pollack & Sons.
Liquid Fuel Co.
Moscow-Volga Co.
Mlioff & Tairoff.
Napthalan Co.
Nabatoff Bros.
Russian Bibi-Eibat Co.
Rossiskoe Co.
Schibovo Co.
Vischau.
Zubaloff Bros.

GROSNI (RUSSIA).

Name.	Capital.	U. S. equivalent.
Oil territory in northwest from the Caspian Sea oil territory:	Rbls. 1,500,000	$750,000
Grosni Co. of Akhverdoff	3,000,000	1,500,000
Moscow Oil Producing Co., Grosni	575,000	287,500
Belgian Co. at Soupsa, near Batoum, Black Sea		

Capital not known.

Maximof & Co.
Petersburg Petroleum Co.
Rousanofsky.
Abolensky.
Chileki-Daghestan Co.
Kholodofsky.
Koosmin.
Koraghim.
McGarvey, A.
McGarvey, J.
Standard Russe.
Vladicaucase Co.
Kazbek Syndicate.

SUMATRA.

Company.	Capital.	U. S. equivalent.
Bataafsche Petm. Co	Fl. 80,000,000	$32,000,000
Sumatra Palembang Petm. Co	7,000,000	2,800,000
Moesara Enim Petm. Co	10,000,000	4,000,000
Netherlands India Exploration Co	90,000	36,000
Moesi Ilir Petm. Co	9,600,000	3,840,000
Shanghai Langkat Co	Tls. 1,825,000	1,186,250
Perlak Petm. Co	Fl. 3,000,000	1,200,000
Atjeh Mining Co	250,000	100,000
New Netherlands Petm. Co	342,000	136,800

JAVA AND ISLAND OF MADOERA.

Company.	Capital.	U. S. equivalent.
Dordtsche Petm. Industry Co	Fl. 21,000,000	$8,400,000
Java Petm. Co	1,000,000	400,000
Rembang Petm. Co	500,000	200,000
Japara Petm. Co	500,000	200,000
Gaboes Petm. Co	732,000	292,800
Tinawoen Co	300,000	120,000
Tegal Petm. Co	500,000	200,000
East India Expl. Co	300,000	120,000
Madoera Petm. Expl. Co	100,000	40,000

Capital not known.

Panolan Maatschappy.

BORNEO.

Company.	Capital.	U. S. equivalent.
Netherlands India Industry & Trading Co	Fl. 2,000,000	$800,000
Balangan Exploring Co	150,000	60,000
Koetei Exploring Co	300,000	120,000
Tarakan Petm. Co	3,900,000	1,560,000
Doda Mining Co	125,000	50,000

ENGLISH.

Company.	Capital.	U. S. equivalent.
Spies Petroleum Co.	£312,500	$1,562,500
California Oilfields	£385,000	1,925,000
Motor Fuels, Ltd.	£50,000	250,000
European Petroleum Co.	£1,476,000	7,380,000
Homelight Oil Co.	£200,000	1,000,000
Anglo-Saxon Petroleum Co., Ltd.	£4,000,000	20,000,000
British Petroleum Co., Ltd.	£500,000	2,500,000
J. & E. Barringer, Ltd.	£20,000	100,000
Bibi Eybat Petroleum Co.	£380,000	1,900,000
Bonds	£125,000	625,000
British Californian Co.	£350,000	1,750,000
J. C. & J. Fields Co.	£80,000	400,000
Prices Candle Co.	£60,000	300,000
Anglo-Californian Oil Syndicate.	£50,000	250,000

Capital not known.

Bowring & Co. Meade, King & Robinson.

SCOTLAND.

Name.	Capital.	U. S. equivalent.
Broxburn Oil Co., Ltd.	£335,000	$1,675,000
Dalmeny Oil Co.	£56,700	$283,500
Oakbank Oil Co., Ltd.	£270,000	$1,350,000
Pumpherston Min. Oil Co., Ltd.	£210,500	$1,052,500
Tarbrax Oil Co., Ltd.	£73,350	$366,750
Young's Paraffin Co., Ltd.	£602,808	$3,014,040

BRITISH INDIA.

Company.	Capital.	U. S. equivalent.
Burma Oil Co., Ltd.	£1,350,000	$6,750,000
Rangoon Oil Co.	Rs. 637,000	$203,840
Assam Oil Co.	£205,000	$1,025,000
Jamal Bros. (Indo-Burma Ref. Co.)	£200,000	$1,000,000
Burma Petm., Ltd.	Rs. 4,000,000	$1,280,000

GERMANY.

Company.	Capital.	U. S. equivalent.
Deutsche Erdoelwerke	M. 1,000,000	$240,000
Colle-Weitze Actiengesellschaft	1,750,000	420,000
Erdoelwerke Wetzer-dorf	1,500,000	360,000
Maatschappy tot Exploitatie van Stock	2,000,000	480,000
Colle-bronnen in Hanover. Bonds	500,000	120,000
European Petroleum Union	37,000,000	8,880,000
Actiengesellschaft für Theer und Erdol-Industrie	7,000,000	1,680,000
Deutsche Benzine & Oelwerke Actiengesellschaft, Regensburg	2,500,000	600,000
Deutsche Petr'oleum-Verkaufs Gesellschaft	10,000,000	2,400,000
*Deutsche Mineraloelindustrie Akt. Ges.	16,000,000	3,840,000
Pechelbronn Oelbergwerke	M. 3,000,000	720,000
Gewerkschaft Rudolf	Fins. 1,200,000	480,000
Elsassische Petroleum Gesellschaft	Fins. 2,000,000	800,000
Arnhemsche Petroleum Mij.	Fins. 1,700,000	680,000

* This concern comprises the most important petroleum refineries at Wietze, Hanover, as follows: Hanover-Westfalische Erdoelwerke G. m. b. H. Weitze, Hannoversche Erdoelraffinerie G. m. b. H., Linden, Erdoelwerke Witzendorf G. m. b. H. (Deutsche Petroleum Aktiengesell).

The founders were the A. Schaaffhausensche Bankverein, the Internationale Bohrgesellschaft, of Erkelenz, and the Deutsche Petroleum Aktiengesellschaft, which latter is closely connected with the Deutsche Bank.

Capital not known.

Adalbert Kayser.
Rhenish Westphalian Oil Works.
Berliner Handelsgesellschaft.
Gute Hoffnung Co.
Petrolia Company.
Gesellschaft Hansa at Weitze.
Deutsche Tiefbohrgesellschaft,* Erkelenz.

* This company has bought the following companies: Gute Hoffnung Co., Elsassische Petroleum Gesellschaft, Gesellschaft Hansa at Weitze, Pechelbronn Oelbergwerke.

ROUMANIA.

Company.	Capital.	U. S. equivalent.
Vega Co.	Lei 3,750,000	$723,750
Kingdom of Roumania	Fcs. 24,000,000	4,632,000
Credit Petrolifer	Lei 5,000,000	965,000
Raky Boring Co.	Fcs. 1,800,000	347,400
Internationala Co.	Lei 12,480,000	2,408,640
Gallo Roumaine	Fcs. 1,500,000	289,500
Aurora Co.	Lei 6,500,000	1,254,500
Eberhard Marchina & Co.	Fcs. 750,000	144,750
Steaua Romana	Lei 41,000,000	7,913,000
Pitythe & Co.	Fcs. 2,500,000	482,500
Italo Romana	Lei 7,500,000	1,447,500
Arneemsche	Fcs. 1,000,000	193,000
Ragatul Romana	Lei 500,000	96,500
Trajan Co.	Fcs. 5,000,000	965,000
Colombia Co.	Lei 5,000,000	965,000
Sperantza Co.	Fcs. 1,500,000	289,500
Aquila Franco Romana	Fcs. 6,000,000	1,158,000
Matritza Co.	Fcs. 1,200,000	231,600
Geconsolideerde Hollandsche Petroleum	Fins. 12,000,000	4,800,000
Societe de Petrole Roumaine	Fcs. 1,200,000	231,600
Nafta Co.	Fcs. 1,600,000	308,800
Jaumotte & Co.	Fcs. 300,000	57,900
l'Etoile Franco Romaine	Fcs. 200,000	38,600
Alpha Co.	Fcs. 1,000,000	193,000
Valani Naphtha Gesellschaft	Mks. 240,000	57,600
Roumanian Distributing Co.	Lei 1,000,000	193,000
Concordia Co.	Fcs. 29,000,000	5,597,000
Holland Roumania Pet. Co.	Fins. 1,000,000	400,000

Capital unknown.

Astra Co.
M. Campeanu.
I. Grigorescu.
Societe Parascheva.
Dr. D. Goldstern.
M. Predinghor.
M. Mitrani.
G. Stetescu.
Gr. Moisin.
B. Blum.
M. Frisoff.
I. Haiman.
St. N. Cerianu.
L. Goldenstein.
M. Haimsohn.
Gr. Gavrilescu.
A. Leibu.

S. L. Dratt.
I. D. Grigorescu.
Alic Leibu.
A. C. Gheorghiu.
D. A. Grumberg.
Z. Haimsohn.
N. Coconea.
I. Avram & Co.
I. Grumberg.
M. Solomon.
Lobel & Grossman.
I. N. Sapira.
G. Margaritescu.
A. M. Ghiuta.
B. I. Soffer.
I. Dumitrescu.
V. N. Predescu.

Z. Pantu.
A. Grunberg.
N. Constantinescu.
S. Kanner.
V. V. Ciocardel.
I. N. Poenaru.
G. Calarasu.
G. Mateescu.
H. L. Grossman.
G. Odabaschian.
N. Nedlecovici.
M. N. Grumberg.
A. Niculescu.
I. Herscovici.
I. Gardner.
Depozitele Constanta.
Depozitul din Braila.

AUSTRO-HUNGARY.

Company.	Capital.	U. S. equivalent.
North Hungarian Petroleum Refinery	Kronen 400,000	$81,200
Mineraloel Refinery A. G.	" 300,000	60,900
Mineraloel Industry A. G.	" 200,000	40,600
Khvardaer Petroleum Industry A. G.	" 200,000	40,600
Vaterlandischen Mineraloel A. G.	" 800,000	162,400
Aktiengesellschaft fur Oesterreichiesche and Ungarische Mineraloel produkte	" 2,300,000	466,900
Mineraloel-Industrie A. G. Tresbinia	" 3,800,000	771,400
Erste Galizische Petrol Industrie A. G. vorm S. Szczpanowski & Co.	" 2,000,000	406,000
Pardubitzer-Mineraloel-Paraffin-Ceresin & Kerzen-Fabrik-David Panto & Co., Vienna	" 16,000,000	3,654,000

Capital not known.

Wiener-Floridorfer.
Anglo-Galician Oil Co.
Apollo Mineraloel-Raffinerie-Aktien-Gesellschaft.
Aktien-Gesellschaft der Wien-Floridorfer Mineraloel-Fabrik.
Bihar-Azilazyer Olindustrie-Aktien-Gesellschaft.
Budapester Mineralolfabriks-Aktien-Gesellschaft.
Direktion der ungar. Berg-and Huttenwerke une Domanen der priv. osterr.-ungar Staats-Eisenbalm-Gesellschaft.
Fibrich & Stawiarski.
Galizische Karpathen-Petroleum-Aktien-Gesellschaft, vorm Bergheim & MacGarvey.
Gartenberg & Schreir.
Kraluper Mineraloi-Raffinerie, Lederer & Co.
Mineraloi-Raffinerie-Aktien-Gesellschaft.
Mineralolproduktenfabrik "Dancia" der Ersten Bisnischen.
Ammoniaksoda-Fabriks-Aktien-Gesellschaft.
Mineralolwerke "Jedlicze."
Ostrauer Mineraloi-Raffinerie, Max Bohm & Co.
Oberleithner, Gustav M.
Orsovaer Petroleum-Fabriks-Aktien-Gesellschaft.
Petroleum-Raffinerie des Grafen Adam Stzyzuski.
Petrolgesellschaft, "Wisniewski."
M. H. Reich & Co.
"Schodnica," Aktien-Gesellschaft fur Petroleum Industrie.
The Anglo-Galician Oil Co., Ltd.
Triester Mineraloel-Raffinerie.
Ungarische Petroleum-Industrie-Aktien-Gesellschaft.
Legenye-Mihalyi-Koolajipar in Legenye-Mihalyi.
Kemecse Petroleumipar in Kemecse.
Freund Samuel in Szatmar.

Total estimated capital of competitive companies in Austria-Hungary, $70,000,000.

JAPAN.

Company.	Capital.	U. S. equivalent.
Namboku Oil Co.	Yen 3,000,000	$1,500,000
Hoden Oil Co.	" 10,000,000	5,000,000
Nippon Oil Co.	" 10,000,000	5,000,000
Rising Sun Petroleum Co.	" 250,000	125,000
Fuji Petroleum Co.	" 2,000,000	1,000,000
Nisshin Seisei Sekiyu Kabushiki Kaisha.	" 2,000,000	1,000,000
Hokuetsu Oil Co.	" 600,000	300,000

Capital not known.

Niitsu Oil Co.
Yamato Oil Co.
Tokyo Petroleum Co.
Osaka Petroleum Co.
Echigo Petroleum Co.
Oriental Petroleum Co.

ITALY.

Company.	Capital.	U. S. equivalent.
The Societe Petroles de Montechino.	Lire 12,000,000	$2,316,000
The Societe Francais Petroles et de Forages Artesiens.	" 1,300,000	250,900

MEXICO—SOUTH AMERICA & WEST INDIES.

Company.	Capital.	U. S. equivalent.
Lobitos Oilfields, Ltd. (Peru).	£400,000	$2,000,000
Anglo-Mexican Oilfields (Mexico).	£250,000	1,250,000
Cartagena Oil Ref. Co. (U. S. Colombo).		150,000
Campana Nacional de Aceitas (Argentine).	Mex. 1,000,000	450,000
B. P. S. Syndicate (Barbadoes).	£5,000	25,000
Compania Petroleo (Matanzas, Cuba).	Capital not known.	
S. Pearson & Son, Ltd. (Mexico).	" " "	

AUSTRALIAN.

Company.	Capital.	U. S. equivalent.
Westralian Oil Mining Corp.	£156,000	$780,000
Coorong Oil Co.	£120,000	$600,000
Commonwealth Oil Corporation.	£800,000	$4,000,000
Warrenben Oil Syndicate.	£9,000	$45,000
Australian Kerosene Oil & Shale Co.	£15,000	$75,000

EGYPT & ASIA MINOR.

Company.	Capital.	U. S. equivalent.
Shensi Oil Wells (Afghanistan)	Taels 8,000	$5,200
Egyptian Petroleum Co., Ltd. (Egypt)	£50,000	250,000
Anglo-Egyptian Commercial Co. (Egypt)	£203,000	1,015,000
Societe Egyptienne d'Importation de Petroles (Egypt)	£40,000	200,000
Chimion Oil Co. (Afghanistan)	Capital not known.	
Concessions Syndicate (Persia)	" " "	

FRANCE.

Company.	Capital.	U. S. equivalent.
Compagnie Industrielle des Petroles	Frs. 10,500,000	$2,026,500

NEW ZEALAND.

Company.	Capital.	U. S. equivalent.
New Zealand Oil Wells Proprietary	£10,000	$50,000
Taranaki Petroleum Co	£87,735	$438,675

SOUTH AFRICA.

Company.	Capital.	U. S. equivalent.
Hellbron Oil Wells Prospecting Syndicate	£8,000	$40,000
The Caledonian Petroleum Syndicate, Ltd	40,000	200,000
Ichambane Oil Union	50,000	250,000

DEFENDANTS' EXHIBIT 276.

Standard oil deliveries.

ILLUMINATING OIL.

	Exports.	Domestic trade.		Exports.	Domestic trade.
1891	57.10%	42.90%	1899	60.21%	39.79%
1892	57.28	42.72	1900	61.84	38.16
1893	61.72	38.28	1901	63.39	36.61
1894	62.44	37.56	1902	59.92	40.08
1895	60.15	39.85	1903	55.37	44.63
1896	63.61	36.39	1904	60.14	39.86
1897	64.25	35.75	1905	62.86	37.14
1898	62.17	37.83	1906	63.00	37.00

DEFENDANTS' EXHIBIT 277.

COMPETITIVE REFINERIES.

District.	Name and location.
New York Harbor	Columbia Oil Co., Constable Hook, N. J.
	Valvoline Oil Co., Edgewater, N. J.
Philadelphia	Manufacturers' Paraffine Co., Phila., Pa. (formerly Paragon Oil Co.).
	Enterprise Oil Works, Phila., Pa.
	Sunlight Oil & Refining Co., Phila., Pa.
	Pure Oil Co., Marcus Hook, Pa.
	Sun Company, Marcus Hook, Pa.
	National Refining Co., Marcus Hook, Pa.
	Crew-Levick & Co., Marcus Hook, Pa.
Pittsburgh, Pa., and vicinity	Beaver Refining Co., Washington, Pa.
	Canfield Oil Co., Coraopolis, Pa.
	Freedom Oil Works, Freedom, Pa.
	Island Petroleum Co., Neville Island, Pa.
	West Pittsburg Oil Refg. Co., Neville Island, Pa.
	Lake Carriers Oil Co., Coraopolis, Pa.
	Miller's, A. D., Sons Co., Allegheny, Pa.
	Pittsburg Oil Refining Co., Coraopolis, Pa.
	Waverly Oil Works, Pittsburg, Pa.
Other oil region points	American Oil Works, Titusville, Pa.
	Cold Water Oil Co., Raymilton, Pa.
	Conewango Refining Co., Warren, Pa.
	Continental Refining Co., Oil City, Pa.
	Cornplanter Refining Co., Warren, Pa.
	Crystal Oil Works, Oil City, Pa.
	Dougherty, W. H., & Sons, Petrolia, Pa.
	Emery Mfg. Co., Bradford, Pa.
	Emlenton Refining Co., Emlenton, Pa.
	Empire Oil Works, Oil City, Pa.
	Franklin & Raymilton Refining Co., Raymilton, Pa.
	Germania Refining Co., Oil City, Pa.
	Glade Oil Works, Warren, Pa.
	Independent Refining Co., Oil City, Pa.
	Levi Smith, Clarendon, Pa.
	Penn Lubricating Co., Bradford, Pa.
	Penna. Refining Co., Karns City, Pa.
	Penn Refining Co., Oil City, Pa.
	Penna. Paraffine Works, Titusville, Pa.
	Seneca Oil Works, Warren, Pa.
	Superior Oil Works, Warren, Pa.
	Tiona Refining Co., Clarendon, Pa.
	Titusville Oil Works, Titusville, Pa.
	United Refining Co., Struthers, Pa.
	Valvoline Oil Co., East Butler, Pa.
	Warren Refining Co., Warren, Pa.
	Wellsville Refining Co., Wellsville, N. Y.
	Wilburine Oil Works, Warren, Pa.
Ohio	National Refining Co., Marietta, O.
	Sterling Oil Works, Marietta, O.
	National Refining Co., Cleveland, O.
	Craig Oil Co., Toledo, O.
	Canfield Oil Co., Findlay, O. (purchased by National Refining Co.).
	National Refining Co., Findlay, O.
	Paragon Refining Co., Toledo, O.
	Wyandot Refineries Co., Crawford, O. (formerly Wyandot Producing & Refg. Co.).
	Sun Oil Co., Toledo, O.
Kansas	Caney Refining Co., Caney, Kas.
	Chanute Austin Refining Co., Chanute, Kas.
	Eastern Kansas Oil Refinery, Moran, Kas.
	Great Western Oil Refining Co., Erie, Kas.
	Kansas & Texas Oil, Gas & Pipe Line Co., Chanute, Kas.
	Kansas City Oil Co., Kansas City, Kas. (formerly Kansas City Oil & Gas Co.).
	Kansas Co-Operative Refining Co., Chanute, Kas.
	Kansas Crude Oil & Gas Co., Chanute, Kas.
	Kansas Oil Refining Co., Chanute, Kas.
	National Refining Co., Coffeyville, Kas.
	Paola Refining Co., Paola, Kas.
	Petrolia Refining Co., Petrolia, Kas.
	Rollin Refining Co., Rollin, Kas.
	Standard Asphalt & Rubber Co., Independence, Kansas.
	Sunflower Oil Co., Niotaze, Kas.
	Superior Refining Co., Longton, Kas.
	Uncle Sam Oil Co., Atchison, Kas.
	Uncle Sam Oil Co., Cherryvale, Kas.
	Webster Refining Co., Humboldt, Kas.
Oklahoma	Chelsea Refining Co., Chelsea, Okla.
	Muskogee Oil Refining Co., Muskogee, Okla.
	Oklahoma Refining Co., Oklahoma City, Okla.
	Tulsa Refining Co., Tulsa, Okla.
	Uncle Sam Oil Co., Tulsa, Okla.
	Webster Refining Co., Okmulgee, Okla.

COMPETITIVE REFINERIES—Continued.

District.	Name and location.
Illinois	Leader Oil Co., Casey, Ill. (Cornplanter Refg. Co.).
	Mid-Continent Oil Refg. Co., E. St. Louis, Ill.
	Robinson Oil Refining Co., Robinson, Ill.
	Union Oil Co., East St. Louis, Ill.
Kentucky	Indian Oil Refining Co., Georgetown, Ky.
Colorado	Boulder Refinery, Boulder, Colo.
	Colorado Refining & Oil Co., Boulder, Colo.
Wyoming	Pittsburg-Salt Lake Oil Co., Spring Valley, Wym.
California:	
Alameda County	Capitol Refining Co., Stockyards, Cal.
	Pacific States Refineries, Fruitvale.
	Paraffine Paint Co., Oakland.
Contra Costa County	Western Oil Refg. & Mfg. Co., Rodeo.
	Union Oil Co. of California, Oleum.
Fresno County	California Fresno Oil Co., Fresno.
Kern County	Buckeye Refg. Co., Kern River Field (formerly Clark Oil Refg. Co.).
	Sunset Oil & Refg. Co., Sunset Field.
Los Angeles County	Asphaltum & Oil Refg. Co., Los Angeles.
	Atlas Refining Co., Los Angeles (formerly 2 refineries: New Franklin Oil Co. and Atlas Reduction Co.).
	British California Oil Co., Los Angeles.
	Densmore Stabler Refg. Co., Los Angeles.
	Hercules Oil Co., Los Angeles.
	Jordan Refining Co., Los Angeles (formerly Meridian Oil Co.).
	Los Angeles Refg. Co., Los Angeles.
	Southern Refining Co., Los Angeles.
	Sunset Oil & Refg. Co., Obispo.
	Union Consolidated Oil Co., Los Angeles.
San Bernardino County	Puente Oil Co., Chino.
San Luis Obispo County	California Petroleum Refineries, Oilport.
Santa Barbara County	Associated Oil Co., Alcatraz (formerly Alcatraz Asphalt Co.).
Ventura County	Santa Paula Oil Co., Santa Paula.
Texas	Central Asphalt Works, Port Neches, Tex. (sometimes known as Evangeline Oil Co., taken over by Texas Co.).
	United Oil & Refining Co., Beaumont, Tex. (formerly National Refining Co., U. S. Oil & Refining Co., Union Oil & Refining Co.).
	Higgins Oil & Fuel Co., Beaumont, Tex.
	Great Southern Oil Co., Beaumont, Tex. (W. H. Sturman, of N. Y., receiver).
	San Jacinto Oil Ref. & Tank Car Co., Corsicana, Tex. (leased by Richardson-Gay Oil Co.).
	Southwestern Oil Co., Houston, Tex.
	Gulf Refining Co., Plant No. 2, Port Arthur, Tex.
	Gulf Refining Co., Plant No. 3, Port Arthur, Tex.
	The Texas Co., Port Arthur, Tex.
	Howard Refining Co., Port Arthur, Tex. (formerly the Colonia Ref. Co.).
Louisiana	Jennings Refining Co., Jennings, La. (formerly Union Oil & Refining Co.).
	Record Oil Refining Co., Port Chalmette, La.
	National Oil Works & Mill Supply Co., New Orleans, La.

DEFENDANTS' EXHIBIT 278.

Marketing stations operated by Standard companies, 1908.

1. Total number of main stations now operated	64
2. Total number of substations now operated	3,178
3. Total number of marketing stations now operated	3,242
4. Total number of above stations established or acquired since July 1, 1890	2,552
5. Total number of above stations established since July 1, 1890, by Standard Oil interests	2,536

The above figures do not include stations of the Waters-Pierce Oil Company.

STANDARD OIL COMPANY OF NEW JERSEY.

1. Number of main stations now operated	7
2. Number of substations now operated	364
3. Total number of marketing stations now operated	371
4. Number of above stations established or acquired since July 1, 1890	302
5. Number of above stations established since July 1, 1890, by Standard Oil interests	302

STANDARD OIL COMPANY OF NEW YORK.

1. Number of main stations now operated	6
2. Number of substations now operated	483
3. Total number of marketing stations now operated	489
4. Number of above stations established or acquired since July 1, 1890	435
5. Number of above stations established since July 1, 1890, by Standard Oil interests	433

STANDARD OIL COMPANY OF OHIO.

1. Number of main stations now operated	2
2. Number of substations now operated	191
3. Total number of marketing stations now operated	193
4. Number of above stations established or acquired since July 1, 1890	145
5. Number of above stations established since July 1, 1890, by Standard Oil interests	138

STANDARD OIL COMPANY OF INDIANA.

1. Number of main stations now operated	23
2. Number of substations now operated	1,166
3. Total number of marketing stations now operated	1,189
4. Number of above stations established or acquired since July 1, 1890	930
5. Number of above stations established since July 1, 1890, by Standard Oil interests	927

STANDARD OIL COMPANY OF KENTUCKY.

1. Number of main stations now operated	7
2. Number of substations now operated	397
3. Total number of marketing stations now operated	404
4. Number of above stations established or acquired since July 1, 1890	274
5. Number of above stations established since July 1, 1890, by Standard Oil interests	273

STANDARD OIL COMPANY OF CALIFORNIA.

1. Number of main stations now operated	11
2. Number of substations now operated	75
3. Total number of marketing stations now operated	86
4. Number of above stations established or acquired since July 1, 1890	60
5. Number of above stations established since July 1, 1890, by Standard Oil interests	60

STANDARD OIL COMPANY OF NEBRASKA.

1. Number of main stations now operated	1
2. Number of substations now operated	83
3. Total number of marketing stations now operated	84
4. Number of above stations established or acquired since July 1, 1890	73
5. Number of above stations established since July 1, 1890, by Standard Oil interests	73

THE ATLANTIC REFINING COMPANY.

1. Number of main stations now operated	2
2. Number of substations now operated	286
3. Total number of marketing stations now operated	288
4. Number of above stations established or acquired since July 1, 1890	248
5. Number of above stations established since July 1, 1890, by Standard Oil interests	245

CONTINENTAL OIL COMPANY.

1. Number of main stations now operated	5
2. Number of substations now operated	133
3. Total number of marketing stations now operated	138
4. Number of above stations established or acquired since July 1, 1890	85
5. Number of above stations established since July 1, 1890, by Standard Oil interests	85

DEFENDANTS' EXHIBIT 279.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
ATLANTIC REFINING CO.									
President:									
Warden, W. G	+	+							
McGee, James			+	+	+	+	+	+	
Barstow, F. Q									+
Vice-president: Lloyd, Malcolm	+	+	+	+	+	+	+	+	+
Secretary: Bushnell, C. E	+	+	+	+	+	+	+	+	+
Treasurer: Bushnell, E. E	+	+	+	+	+	+	+	+	+
Directors:									
Lloyd, Malcolm	+	+	+	+	+	+	+	+	+
Harkness, N. W	+	+	+	+	+	+	+	+	+
Bushnell, C. E	+	+			+		+	+	+
Warden, W. G	+	+	+	+					
Cooper, E. P	+	+							
Clarke, L. D	+	+							
Colton, W. D	+	+							
Archbold, J. D			+	+	+	+	+	+	+
Tilford, W. H			+	+	+	+	+	+	+
Rogers, H. H			+	+	+	+	+	+	+
Barstow, F. Q			+	+	+	+	+	+	+
Rockefeller, Wm			+						
Vose, Clarence				+	+	+	+	+	+
McGee, James			+	+	+	+	+	+	
Pratt, C. M									+
STANDARD OIL CO. (INDIANA).									
President:									
Moffett, J. A	+								
Tilford, W. H		+	+	+	+	+	+	+	+
Vice-president:									
Cowan, W. P	+	+	+	+	+	+	+	+	+
Moffett, J. A		+	+	+	+	+	+	+	+
Secretary: Clarke, L. D	+	+	+	+	+	+	+	+	+
Treasurer: Stahl, G. W	+	+	+	+	+	+	+	+	+
Directors:									
Moffett, J. A	+	+	+	+	+	+	+	+	+
Cowan, W. P	+	+	+	+	+	+	+	+	+
Tilford, W. H	+	+	+	+	+	+	+	+	+
Barstow, F. Q	+	+	+	+	+	+	+	+	+
McGregor, A. M	+	+	+	+	+	+	+	+	+
Rockefeller, J. D			+	+	+	+	+	+	+
Flagler, H. M			+	+	+	+	+	+	+
Archbold, J. D			+	+	+	+	+	+	+
Rockefeller, F			+						
Rogers, H. H				+	+	+	+	+	+
STANDARD OIL CO. OF NEW YORK.									
President: Rockefeller, Wm	+	+	+	+	+	+	+	+	+
Vice-president:									
Pratt, Chas	+								
Archbold, J. D		+	+	+	+	+	+	+	+
Secretary: Clarke, L. D	+	+	+	+	+	+	+	+	+
Treasurer: Wardwell, Wm. T	+	+	+	+	+	+	+	+	+
Directors:									
Rockefeller, Wm	+	+	+	+	+	+	+	+	+
Archbold, J. D	+	+	+	+	+	+	+	+	+
Pratt, Chas	+								
Tilford, W. H		+	+	+	+	+	+	+	+
Pratt, C. M		+	+	+	+	+	+	+	+
Rockefeller, J. D	+	+	+	+	+	+	+	+	+
Flagler, H. M		+	+	+	+	+	+	+	+
Rogers, H. H		+	+	+	+	+	+	+	+
Babcock, jr., P		+	+	+	+	+	+	+	+
McGee, James		+							
McGregor, A. M			+	+	+	+	+	+	+
STANDARD OIL CO. (NEW JERSEY).									
President:									
Babcock, jr., P	+								
Flagler, H. M		+	+	+	+	+	+	+	+
Vice-presidents:									
Alexander, J. H	+	+	+	+	+	+	+	+	+
Babcock, jr., P		+	+	+	+	+	+	+	+
Secretary: Clarke, L. D	+	+	+	+	+	+	+	+	+
Treasurer: Wardwell, Wm. T	+	+	+	+	+	+	+	+	+

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
STANDARD OIL CO. (NEW JERSEY)—cont'd.									
Directors:									
Babcock, jr., P.	+	+	+	+	+	+	+	+	+
Alexander, J. H.	+	+	+	+	+	+	+	+	+
Bushnell, T. C.	+	+							
Flagler, H. M.		+	+	+	+	+	+	+	+
Rogers, H. H.		+	+	+	+	+	+	+	+
Rockefeller, Wm.		+	+	+	+	+	+	+	+
Tilford, W. H.		+	+	+	+	+	+	+	+
Archbold, J. D.		+	+	+	+	+	+	+	+
Burke, C. C.			+	+	+	+	+	+	+
Rockefeller, J. D.									
THE SOLAR REFINING CO.									
President:									
Rockefeller, F.	+	+							
Archbold, J. D.			+	+	+	+	+	+	+
Vice-presidents:									
Southard, G. F.	+	+							
McGregor, A. M.			+	+	+	+	+	+	+
Secretary:									
Clarke, L. D.	+	+						+	+
Severance, L. H.			+	+	+				
Treasurer:									
Borges, F. G.						+	+		
Southard, G. F.	+	+							
Borges, F. G.			+	+	+	+	+	+	+
Directors:									
Rockefeller, F.	+	+							
Squire, F. B.	+	+							
Southard, G. F.	+	+	+	+					
Van Dyke, J. W.	+	+	+	+	+	+	+	+	+
Severance, L. H.	+	+	+	+	+				
Archbold, J. D.			+	+	+	+	+	+	+
Vose, Clarence.						+	+	+	+
McGregor, A. M.					+	+	+	+	+
Borges, F. G.						+	+	+	+
Snider, Martin.									
STANDARD OIL CO. OF OHIO.									
President: Rockefeller, J. D.	+	+	+	+	+	+	+	+	+
Vice-president: Rockefeller, F.	+	+	+	+	+	+	+	+	+
Secretary: Squire, F. B.	+	+	+	+	+	+	+	+	+
Treasurer:									
Severance, L. H.	+	+	+	+	+				
Snider, Martin.						+	+	+	+
Directors:									
Rockefeller, J. D.	+	+	+	+	+	+	+	+	+
Rockefeller, F.	+	+	+	+	+	+	+	+	+
Squire, F. B.	+	+	+	+	+	+	+	+	+
Severance, L. H.	+	+	+	+	+				
Harkness, C. W.	+								
Flagler, H. M.		+	+						
McGregor, A. M.				+	+	+	+	+	+
Snider, Martin.						+	+	+	+
STANDARD OIL CO. (KENTUCKY).									
President:									
Pratt, C. M.	+	+							
McDonald, Alex.			+	+	+	+	+	+	+
Vice-presidents:									
Goodwin, E. L.	+	+	+	+	+	+			
Pratt, C. M.			+	+	+	+	+	+	+
Ramage, S. Y.							+	+	+
Secretary:									
Clarke, L. D.	+						+	+	+
Bond, L. H.		+	+	+	+	+			
Treasurer:									
Clarke, L. D.	+	+							
Holmes, Jas.			+	+	+	+	+	+	+
Directors:									
Pratt, C. M.	+	+	+	+	+	+	+	+	+
Tilford, W. H.	+	+	+	+	+	+	+	+	+
Paine, S. H.	+	+	+	+	+	+	+		
Goodwin, E. L.	+	+	+	+	+	+	+		
Hutchins, H. A.	+	+							
McDonald, Alex.			+	+	+	+	+	+	+
Rogers, H. H.			+	+	+	+	+	+	+
Rockefeller, Wm.			+	+	+	+	+	+	+
Archbold, J. D.			+	+	+	+	+	+	+
Flagler, H. M.									
Ramage, S. Y.									
McGee, Jas.									
Barstow, F. Q.									

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	189
UNION TANK LINE CO.									
President: Tilford, W. H	+	+	+	+	+	+	+	+	+
Vice-president: Page, Howard	+	+	+	+	+	+	+	+	+
Secretary: Payne, H. B	+	+	+	+	+	+	+	+	+
Treasurer: Turrill, J. E	+	+	+	+	+	+	+	+	+
Directors:									
Tilford, W. H	+	+	+	+	+	+	+	+	+
Page, Howard	+	+	+	+	+	+	+	+	+
Barstow, F. Q	+	+	+	+	+	+	+	+	+
ANGLO-AMERICAN OIL CO., LTD.									
Directors:									
Bliss, F. E	+	+	+	+	+	+	+	+	+
McDonald, J	+	+	+	+	+	+	+	+	+
Libby, W. H	+								
Bushnell, T. C	+	+	+	+	+	+	+	+	+
Jamieson, J. D	+	+	+						
Gregory, G. F	+	+	+	+	+				
Ackermann, C. F	+	+	+	+	+	+	+	+	+
Pouch, A. J		+	+	+	+	+	+	+	+
Usmar, J. H					+	+	+	+	+
Roe, Livingston						+	+	+	+
THE BUCKEYE PIPE LINE CO.									
President:									
O'Day, Daniel	+								
Rogers, H. H		+	+	+	+	+	+	+	+
Vice presidents:									
Payne, C. N	+	+	+	+	+	+	+	+	+
O'Day, Daniel		+	+	+	+	+	+	+	+
Secretary: McSweeney, H	+	+	+	+	+	+	+	+	+
Treasurer: Campbell, J. R	+	+	+	+	+	+	+	+	+
Directors:									
Payne, C. N	+								
O'Day, Daniel	+	+	+	+	+	+	+	+	+
Rogers, H. H		+	+	+	+	+	+	+	+
Squire, F. B	+	+	+	+	+				
Leslie, D. E	+	+	+	+	+				
Severance, L. H	+	+	+	+	+				
O'Day, D. J						+	+	+	+
Bates, R. L						+	+	+	+
McLaughlin, T. A						+	+	+	+
THE EUREKA PIPE LINE CO.									
President:									
O'Day, Daniel	+								
Rogers, H. H		+	+	+	+	+	+	+	+
Vice presidents:									
Payne, C. N	+	+	+	+	+	+	+	+	+
O'Day, Daniel		+	+	+	+	+	+	+	+
Secretary: McSweeney, H	+	+	+	+	+	+	+	+	+
Treasurer: Campbell, J. R	+	+	+	+	+	+	+	+	+
Directors:									
O'Day, Daniel	+	+	+	+	+	+	+	+	+
Payne, C. N	+	+	+	+	+	+	+	+	+
McSweeney, H	+	+	+	+	+	+	+	+	+
Campbell, J. R	+	+	+	+	+	+	+	+	+
Rogers, H. H		+	+	+	+	+	+	+	+
Archbold, C. W	+								
FOREST OIL CO.									
President:									
Vandergrift, J. J	+								
Archbold, J. D		+	+	+	+	+	+	+	+
Vice presidents:									
Young, W. J	+	+	+	+	+	+	+	+	+
Seep, Jos		+	+	+	+	+	+	+	+
Secretary:									
Buchanan, J. I	+								
McSweeney, H		+	+	+	+	+	+	+	+
Treasurer:									
Buchanan, J. I	+								
Young, W. J		+	+	+	+	+	+	+	+
Directors:									
Vandergrift, J. J	+	+	+	+	+	+	+	+	+
Young, W. J	+	+	+	+	+	+	+	+	+
Fleming, William		+	+	+	+	+	+	+	+
Clark, N. F		+	+	+	+	+	+	+	+
O'Day, Daniel		+	+	+	+	+	+	+	+
Archbold, J. D		+	+	+	+	+	+	+	+
Seep, Jos		+	+	+	+	+	+	+	+

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
FOREST OIL CO.—continued.									
Directors—Continued.									
Bushnell, Jos.	+								
Buchanan, J. I.	+								
Campbell, J. R.	+								
Rhodes, Joshua	+								
Phillips, Thos. W.	+								
INDIANA PIPE LINE CO.									
President: Rogers, H. H.	+	+	+	+	+	+	+	+	+
Vice president: O'Day, Daniel	+	+	+	+	+	+	+	+	+
Secretary: Bushnell, John	+	+	+	+	+	+	+	+	+
Treasurer: Colton, Geo. W	+	+	+	+	+	+	+	+	+
Directors:									
Rogers, H. H	+	+	+	+	+	+	+	+	+
Archbold, J. D	+	+	+	+	+	+	+	+	+
Rockefeller, Wm	+	+	+	+	+	+	+	+	+
O'Day, Daniel	+	+	+	+	+	+	+	+	+
France, Geo. P	+					+	+	+	+
Burton, W. M									
NATIONAL TRANSIT CO.									
President:									
Griscom, C. A	+								
Rogers, H. H		+	+	+	+	+	+	+	+
Vice president:									
Rogers, H. H	+								
O'Day, Daniel		+	+	+	+	+	+	+	+
Secretary: Bushnell, John	+	+	+	+	+	+	+	+	+
Treasurer: Colton, Geo. W	+	+	+	+	+	+	+	+	+
Directors:									
Rogers, H. H	+	+	+	+	+	+	+	+	+
Flagler, H. M	+	+	+	+	+	+	+	+	+
Archbold, J. D	+	+	+	+	+	+	+	+	+
Griscom, C. A	+	+	+	+	+	+	+	+	
Rockefeller, Wm	+	+	+	+	+	+	+	+	+
O'Day, Daniel		+	+	+	+	+	+		
Potts, Jos. D	+								
Brewster, Benj	+								
Lloyd, Malcolm				+	+				
Bushnell, Jos						+	+	+	+
Rockefeller, Wm. G								+	+
NEW YORK TRANSIT CO.									
President: Rogers, H. H									
Vice president: O'Day, Daniel		+	+	+	+	+	+	+	+
Secretary: Bushnell, John		+	+	+	+	+	+	+	+
Treasurer: Colton, Geo. W		+	+	+	+	+	+	+	+
Directors:		+	+	+	+	+	+	+	+
Flagler, H. M		+	+	+	+	+	+	+	+
Rockefeller, Wm		+	+	+	+	+	+	+	+
Rogers, H. H		+	+	+	+	+	+	+	+
Archbold, J. D		+	+	+	+	+	+	+	+
O'Day, Daniel		+	+	+	+	+	+	+	+
Bushnell, John		+	+	+	+	+	+	+	+
Brewster, Benj		+	+	+	+	+	+	+	+
Chesebro', Geo									
NORTHERN PIPE LINE CO.									
President: Rogers, H. H	+	+	+	+	+	+	+	+	+
Vice-president:									
Payne, C. N	+								
O'Day, Daniel		+	+	+	+	+	+	+	+
Secretary: Bushnell, John	+	+	+	+	+	+	+	+	+
Treasurer: Colton, Geo. W	+	+	+	+	+	+	+	+	+
Directors:									
Payne, C. N	+	+	+	+	+	+	+	+	+
Seep, Jos	+	+	+	+	+	+	+	+	+
Fleming, Wm	+	+	+	+	+	+	+	+	+
Flagler, H. M	+	+	+	+	+	+	+	+	+
Rogers, H. H	+	+	+	+	+	+	+	+	+
Rockefeller, Wm	+	+	+	+	+	+	+	+	+
Archbold, J. D	+	+	+	+	+	+	+	+	+
Bushnell, John	+	+	+	+	+	+	+	+	+
O'Day, Daniel									
Brewster, Benj	+	+							
OHIO OIL CO.									
President:									
Fleming, Wm	+								
Archbold, J. D		+	+	+	+	+	+	+	+
Secretary: McSweeney, H	+	+	+	+	+	+	+	+	+

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	189
OHIO OIL CO.—continued.									
Treasurer:									
Loomis, Frank	+	+							
Hampton, jr., Wade			+						
Hampton, R. S				+					
Bates, F. S					+	+	+	+	+
Directors:									
McLaughlin, T. A	+	+	+	+	+	+	+	+	+
Donnell, J. C	+	+	+	+	+	+	+	+	+
Fleming, Wm	+	+	+	+	+	+	+	+	+
Lufkin, C. F	+	+	+	+	+	+	+		
Archbold, J. D		+	+	+	+	+	+	+	+
Gordon, A. W								+	+
Strong, E	+								
SOUTHERN PIPE LINE CO.									
President: Rogers, H. H	+	+	+	+	+	+	+	+	+
Vice-president: O'Day, Daniel	+	+	+	+	+	+	+	+	+
Secretary: Bushnell, John	+	+	+	+	+	+	+	+	+
Treasurer: Colton, Geo. W	+	+	+	+	+	+	+	+	+
Directors:									
Rogers, H. H	+	+	+	+	+	+	+	+	+
Flagler, H. M	+	+	+	+	+	+	+	+	+
Archbold, J. D	+	+	+	+	+	+	+	+	+
Rockefeller, Wm	+	+	+	+	+	+	+	+	+
Bushnell, John	+	+	+	+	+	+	+	+	+
Payne, C. N	+	+	+	+	+	+	+	+	+
Seep, Jos	+	+	+	+	+	+	+	+	+
Fleming, Wm	+	+	+	+	+	+	+	+	+
O'Day, Daniel			+	+	+	+	+	+	+
Brewster, Benj	+	+							
SOUTH PENN OIL CO.									
President:									
Clark, N. F	+								
Archbold, J. D		+	+	+	+	+	+	+	+
Vice president:									
Seep, Jos		+	+	+	+	+	+	+	+
Clark, N. F		+	+	+	+	+	+	+	+
Campbell, J. R	+								
Secretary: McSweeney, H	+	+	+	+	+	+	+	+	+
Treasurer:									
Loomis, Frank	+	+	+						
Hampton, R. S				+					
Bates, F. S					+	+	+	+	+
Directors:									
O'Day, Daniel	+	+	+	+	+	+	+	+	+
Clark, N. F	+	+	+	+	+	+	+	+	+
Payne, C. N		+	+	+	+	+	+	+	+
Seep, Jos		+	+	+	+	+	+	+	+
Strong, E		+	+	+	+	+	+	+	+
McKinney, J. C		+	+	+	+	+	+	+	+
McKinney, J. L		+	+	+	+	+	+	+	+
Fleming, Wm		+	+	+	+	+	+	+	+
Young, W. J		+	+	+	+	+	+	+	+
Archbold, J. D		+	+	+	+	+	+	+	+
Rogers, H. H				+	+	+	+	+	+
Satterfield, John		+	+						
Campbell, J. R	+								
Hampton, jr., Wade	+								
Scheide, Milliard	+								

DEFENDANTS' EXHIBIT 280.

Standard Oil Company (New Jersey) for the year 1906.

Bayonne Works..... (Capacity, 13,940,435–42s yearly, crude oil.)	Crude distilling and refining department. Paraffine department. Wax plant. Acid separating works. Naphtha works. Clay restoring plant. Copper revivifying plant. Pitch and maltha plant.
Constable Hook Case & Can Works.	
Bayonne Barrel Mfg. Plant.	
Bayonne Glue Plant.	
Bergenport Chemical Works.....	Acid mfg. plant.
Eagle Works, Claremont, N. J..... (Capacity, 3,273,320–42s yearly, crude oil.)	Lubricating works. Compounding works. Naphtha works. Wax plant. Filtering department. Bone & clay restoring plant. Acid separating works.
Baltimore Works..... (Capacity, 2,206,790–42s yearly, crude oil.)	Crude distilling and refining department. Clay plant. Acid separating works. Compounding works. Grease works. Naphtha works. Paraffine works. Wax plant.
Parkersburg Works, Pksbg., W. Va..... (Capacity, 534,360–42s yearly, crude oil.)	Lubricating works. Bone & clay restoring plant. Acid restoring works. Naphtha works. Filtering department. Wax plant. Compounding plant. Barrel making plant.
Crude Oil Department. (Pipe lines & the following pumping stations).....	Unionville, N. Y. Newfoundland, N. J. Saddle River, N. J. Centrebridge, Pa. Hamilton, N. J. Bayway, N. J. Bayonne, N. J. Fawngrove, Pa.

Number of marketing stations, 344.

DEFENDANTS' EXHIBIT 281.

The President of the United States of America to John D. Archbold, greeting:

WE COMMAND YOU, and each of you, that all business and excuses being laid aside, you appear and attend before Hon. FRANKLIN FERRISS, special examiner, appointed by the Circuit Court of the United States of America for the Eastern Division of the Eastern Judicial District of Missouri, at room 515, on the fifth floor, in the new customhouse of the United States Government, Bowling Green, in the Borough of Manhattan, City, County, and State of New York, on the 16 day of November, 1908, at ten thirty o'clock in the forenoon, to testify and give evidence in a certain action now pending undetermined, in the Circuit Court of the United States for the Eastern Division of the Eastern Judicial District of Missouri, between the UNITED STATES OF AMERICA, as petitioner, and STANDARD OIL COMPANY (New Jersey), and others, as defendants, on the part of the defendant, the Standard Oil Company (of New Jersey).

And hereby fail not under penalty of the law.

Witness: Hon. Melville W. Fuller, Chief Justice of the United States, at the Borough of Manhattan, in the City of New York, the 13 day of November, 1908.

JOHN A. SHIELDS, *Clerk.*

M. F. ELLIOTT, Esq.,
Solicitor for defendant, Standard Oil Co.
(New Jersey.)

DEFENDANTS' EXHIBIT 282.

Companies named in trust agreement.

FIRST DIVISION.—ALL STOCK OWNED BY PARTIES TO TRUST AGREEMENT AT THE TIME OF THE FORMATION OF THE TRUST.

Name of company.	Capital stock.	When organized.	Chief properties owned at time of formation of trust.	Properties transferred.	Properties now owned by—
Acme Oil Company of New York.	$300,000.00 (3,000 shares)	Organized in 1875; purchased Bennett, Warner & Company, Porter-Moreland refineries at Titusville; original stockholders Wm. Rockefeller, Charles Pratt & Company, Warden, Frew & Company, J. D. Archbold and A. P. Bennett; acquired by Standard Oil interests 1875–1876.	Refinery at Olean reconstructed by Acme Oil Company.	Transferred to Standard Oil Company of New York in 1892; company liquidated and ceased business; refinery at Olean transferred in 1902 to Vacuum Oil Company.	Vacuum Oil Company.
Acme Oil Company, Pennsylvania.	$300,000.00 (3,000 shares)	In 1879 by Acme Oil Company of New York interests to take over Pennsylvania properties of Acme Oil Company.	Refineries at Titusville; refineries burned.	Transferred to Atlantic Refining Company in 1892 and company liquidated and ceased business.	Atlantic Refining Company.
Atlantic Refining Company, Philadelphia.	$400,000.00 (4,000 shares)	Acquired by Standard Oil interests in 1874.	Philadelphia works and Atlantic works at Point Breeze, Philadelphia.	.....	Atlantic Refining Company.
Bush & Company, Limited.	$15,000.00 (150 shares)	April, 1880	Compounding and marketing business in Philadelphia.	Company liquidated in 1882 and property sold to Acme Oil Company of Pennsylvania.	
Camden Consolidated Oil Company.	$200,000.00 (4,000 shares)	By Standard Oil interests in 1875; no minority stockholders; company purchased when organized works of J. N. Camden & Company and Poole Refinery at Parkersburg.	Parkersburg refinery and Canton Works at Baltimore.	In 1892 properties transferred to the Standard Oil Company (New Jersey) and company liquidated and ceased doing business.	Standard Oil Company (New Jersey) and known as the Parkersburg Works.
Elizabethport Acid Works.	$28,000.00 (280 shares)	Standard Oil interests in 1879.	Works at Elizabethport, for restoring spent acid; built by company.	Works abandoned and sold prior to 1890; company liquidated and ceased business.	
Imperial Refining Company, Limited.	$300,000.00 (3,000 shares)	Organized in 1878 to take over the Imperial Refinery at Oil City purchased in 1874 by Standard Oil interests.	Imperial Refinery at Oil City, Pennsylvania.	Properties transferred in 1892 to Atlantic Refining Company and company liquidated and ceased business. Refinery discontinued 1900–1901 and property sold.	

Companies named in trust agreement—Continued.

FIRST DIVISION.—ALL STOCK OWNED BY PARTIES TO TRUST AGREEMENT AT THE TIME OF THE FORMATION OF THE TRUST—Continued.

Name of company.	Capital stock.	When organized.	Chief properties owned at time of formation of trust.	Properties transferred.	Properties now owned by—
Charles Pratt & Company (name changed in 1884 to Pratt Manufacturing Company).	$500,000.00 (5,000 shares)	Entire stock acquired in 1874 by Standard Oil interests.	Pratt Works in Brooklyn, Queens County Refinery in Queens County.	Pratt Works and Queens County Refinery transferred in 1892 to Standard Oil of New York.	Works in Brooklyn and in Queens County and owned by Standard Oil Company of New York.
Paine, Ablett & Company.	$50,000.00 (500 shares).....	Limited partnership organized in 1878 for Standard Oil interests, under laws of Pennsylvania, and purchased properties of firm of Paine, Ablett & Company.	Paine & Ablett refinery at Smiths Ferry, Pennsylvania. Excelsior refinery at Freedom, Pennsylvania.	Company liquidated 1887, having transferred its property to Standard Oil Company of Pittsburg.	Atlantic Refining Company.
Standard Oil Company Ohio.	$3,500,000.00 (35,000 shares)..	January 1, 1870.....	Refineries at Cleveland; works at Bayonne conveyed to it by Producers' Consolidated Land & Petroleum Company in June, 1877; Eagle Works at Communipaw, under construction; Long Island Works, Empire Yards and 64th and 65th street yards in New York City, all conveyed to it in 1880 by Long Island Refining Company; Brooklyn Works conveyed to it in 1880 by Long Island Refining Company (Note: All the stock of the Long Island Refining Company had been owned by Standard Oil Company Ohio in 1873 and properties of the company had been leased to the Standard Oil Company Ohio); tank cars, marketing stations in Northern Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Rocky Mountain States, and California.	Bayonne Works and Eagle Works conveyed in 1882 to Standard Oil Company (New Jersey); Eagle Works afterwards conveyed to Eagle Oil Company in 1883 and reconveyed to Standard Oil Company (New Jersey) in 1892; Long Island Works, Empire Yards, 64th and 65th street yards, and Brooklyn Works conveyed to Standard Oil Company of New York in 1882; tank cars transferred to Union Tank Line in 1891; marketing stations in Wisconsin and Illinois transferred in 1883 to P. C. Hanford Oil Company, and by P. C. Hanford Oil Company to Standard Oil Company of Illinois, and by Standard Oil Company Illinois to Standard Oil Company Indiana in 1892; marketing stations in Minnesota transferred to Standard Oil Company Minnesota in 1886 and by Standard Oil Company Minnesota to Standard Oil Company Indiana in 1892; mar-	Bayonne and Eagle Works owned by Standard Oil Company (New Jersey); Cleveland Works owned by Standard Oil Company Ohio; Long Island Works and Empire Yards owned by Standard Oil Company of New York; Brooklyn Works owned by Standard Oil Company of New York, but no longer in operation; tank cars now owned by Union Tank Line; marketing stations in Indiana, Wisconsin, Illinois, Michigan, and Minnesota, now owned by Standard Oil Company Indiana; marketing stations in Rocky Mountain States now owned by Continental Oil Company; marketing stations in Pacific States now owned by Standard Oil Company California.

				keting stations in Rocky Mountain States transferred to Continental Oil Company in 1884; marketing stations in Pacific States transferred to Standard Oil Company Iowa in 1885, and transferred to Standard Oil Company California in 1906.	
Standard Oil Company of Pittsburg.	$300,000.00 (3,000 shares).....	Aug. 15, 1868; entire capital stock acquired in 1874 by Standard Oil interests.	Refinery at Pittsburg	Property transferred in 1892 to Atlantic Refining Company; company liquidated and ceased business.	Pittsburg refinery now owned by Atlantic Refining Company.
Smith's Ferry Oil Transportation Company.	$20,000.00 (200 shares).....	May, 1872; entire capital stock acquired in 1878 along with works of Paine, Ablett & Company.	Small gathering line and tankage near Smiths Ferry, Pennsylvania.	Properties transferred to National Transit Company; company liquidated and ceased business.	
Solar Oil Company, (Limited).	$100,000.00 (1,000 shares).....	Entire capital stock purchased for account of Standard Oil interests, 1880.	Small refinery at Williamsport, Pennsylvania.	Properties transferred to Atlantic Refining Company; company liquidated and ceased doing business.	Properties now owned by Atlantic Refining Company.
Sone & Fleming Manufacturing Company.	$250,000.00 (2,500 shares).....	March 1, 1879; entire capital stock purchased by Standard Oil interests in 1877.	Sone & Fleming Works on Newtown Creek in Brooklyn.	Works transferred in 1892 to Standard Oil Company of New York; company liquidated and ceased doing business.	Works now owned by Standard Oil Company and known as the Sone & Fleming or Kings County Works.

Companies named in trust agreement—Continued.

THIRD DIVISION.—PART OF STOCK OWNED BY PARTIES TO TRUST AGREEMENT AT THE TIME OF THE FORMATION OF THE TRUST.

Name of company.	Capital stock.	Amount of stock owned by parties to trust agreement.	When organized.	Chief properties owned at time of formation of trust.	Minority interests acquired by trustees of Standard Oil Trust.	Properties transferred.	Properties now owned by whom?
American Lubricating Oil Company.	$200,000.00 (2,000 shares).	$177,500.00 (1,775 shares).	By Standard Oil interests and others in 1878; purchased property of American Lubricating Oil Company and the Mica Steam Packing & Axle Grease Company of Cleveland.	Refineries at Cleveland.	In 1882.....	In 1888 to Standard Oil Company (Ohio); company liquidated and ceased business.	Now owned by Standard Oil Company (Ohio).
Baltimore United Oil Company.	$600,000.00 (6,000 shares).	$502,400.00 (5,024 shares).	By Standard Oil interests in 1877; purchased at time of organization refineries in Baltimore.	Baltimore refinery...	In 1889.....	In 1892 to Standard Oil Company (New Jersey); company liquidated and ceased business.	Now owned by Standard Oil Company (New Jersey).
Beacon Oil Company.	$100,000.00 (1,000 shares.)	$70,000.00 (700 shares.)	By Standard Oil interests December, 1879, purchased properties of Kidder, Vaughn & Company already owned by Maverick Oil Company.	Refinery and oil yards at Boston.	In 1883.....	In 1890 to Maverick Oil Company; company liquidated and ceased business.	Now owned by Standard Oil Company of New York as oil yards.
Bush & Denslow Manufacturing Company.	$300,000.00 (3,000 shares).	$150,000.00 (1,500 shares).	Organized 1879; 1,500 shares of stock purchased in 1880 by Standard Oil interests.	Refinery at Brooklyn.	.....	Stock transferred in 1892 to Standard Oil Company (New Jersey), which purchased outstanding 1,500 shares of stock May, 1892; properties sold to Standard Oil Company of New York 1892; company liquidated and ceased business.	Refinery removed to Bayonne, 1895, and land sold.

Central Refining Company of Pittsburg.	$255,300.00 shares).	(2,553 | $226,800.00 shares).	(2,268	Prior to 1873; stock interests purchased in 1876 by Standard Oil interests.	Refinery in Pittsburg.	Balance of stock in 1892.	Properties transferred in 1890 to Standard Oil Company of Pittsburg; company liquidated and ceased business.	Works consolidated with Standard Oil Company Pittsburg works in 1890.
Chesebrough Manufacturing Company.	$500,000.00 shares).	(5,000 | $254,900.00 shares).	(2,549	Organized 1880; 2,549 shares in 1881 purchased by Standard Oil interests.	Vaseline works.....	112 shares of outstanding stock acquired in 1885, and 120 in 1890.	.....	Chesebrough Manufacturing Company.
Chess-Carley & Company.	$600,000.00 shares).	(6,000 | $300,000.00 shares).	(3,000	Organized 1881 by Standard Oil interests and others to take over Chess-Carley & Company, a copartnership ½ of which Standard Oil interests had purchased in 1873.	Marketing plant at Louisville, Kentucky; marketing business, stations, etc., in Kentucky, Tennessee, Louisiana, Alabama, Mississippi, western South Carolina, western North Carolina, Georgia, and Florida; 20% of stock of Waters-Pierce Oil Company acquired May 1, 1878.	Balance of stock acquired in 1885 and 1886.	Properties transferred to Standard Oil Company (Kentucky) in 1886. Stock of Waters-Pierce Oil Company distributed as a dividend to stockholders in 1885.	Standard Oil Company (Kentucky).
Consolidated Tank Line Company.	$125,000.00 shares).	(1,250	$62,500.00 (625 shares)		Standard Oil interests and Alexander McDonald & Company in 1878, to do a marketing business.	Marketing business in various states.	Stock increased at divers times to 10,000 shares. On April 12, 1890, Standard Oil Trustees held 5,700 shares and purchased remaining 4,300 on that date.	To Standard Oil Company, Kentucky, in 1892; company liquidated and ceased business.	Marketing stations in southern Ohio by Standard Oil Company, Ohio; marketing stations in Indiana and Illinois, Iowa, and Missouri by Standard Oil Company, Indiana; marketing stations in Nebraska by Standard Oil Company, Nebraska; marketing stations in Denver and Santa Fe by Continental Oil Company.
Inland Oil Company.	$50,000.00 (500 shares)		$25,000.00 (250 shares)		Standard Oil interests and others, about 1880, to carry on lubricating marketing business.	Stations in Cincinnati and elsewhere.	In 1891.....	In 1901 company liquidated and properties sold to Standard Oil Company, Kentucky; ceased business.	Standard Oil Company of Kentucky.

Companies named in trust agreement—Continued.

THIRD DIVISION.—PART OF STOCK OWNED BY PARTIES TO TRUST AGREEMENT AT THE TIME OF THE FORMATION OF THE TRUST—Cont'd.

Name of company.	Capital stock.	Amount of stock owned by parties to trust agreement.	When organized.	Chief properties owned at time of formation of trust.	Minority interests acquired by trustees of Standard Oil Trust.	Properties transferred.	Properties now owned by whom?
Keystone Refining Company.	$75,000.00 (750 shares)	$52,500.00 (525 shares)	Standard Oil interests June, 1876. It purchased refinery of Comfort, Pickering & Chambers at Titusville.	Refinery at Titusville, Pennsylvania.	In 1882.....	Refinery burned down about 1883 and company liquidated and ceased business.	
Maverick Oil Company.	$100,000.00 (1,000 shares).	$70,000.00 (700 shares)	Standard Oil interests and others, 1877; purchased Maverick Oil Works and assets and good will of firm Carter, Windsor & Company.	Refinery in Boston, and oil yards.	In 1883.....	Properties transferred to Standard Oil Company, New York, in 1892; company liquidated and ceased business.	Standard Oil Company of New York.
National Transit Company.	$29,400,000.00 (588,000 shares).	$25,150,000.00 (503,000 shares).	By Standard Oil interests in 1881; it purchased 94% of stock of United Pipe Lines; properties of American Transfer Company, both of which theretofore owned by Standard Oil interests; also the Cleveland Pipe Line of Standard Oil Company, Ohio, from stockholders of Standard Oil Company; also stock of National Storage Company from stockholders of that company.	Stock of United Pipe Lines; line from oil regions to Pittsburg; line from oil regions to Cleveland; line partly constructed to New York through Pennsylvania, with rights of way in Pennsylvania and in New Jersey; line constructed part of the way to New York through the State of New York with rights of way in New York and in New Jersey; line to Buffalo; stock of National Storage Company.	Balance acquired in 1882 to 1891, inclusive; all but 15,000 shares were purchased prior to February 6, 1890.	.....	Lines in New York now owned by New York Transit Company; part of line from Pennsylvania border to Cleveland, owned by Buckeye Pipe Line; lines in northwestern Pennsylvania, owned by Northern Pipe Line Company; main line through Pennsylvania and properties of United Pipe Lines, owned by National Transit Company; lines in New Jersey owned by Standard Oil Company (New Jersey).

Portland Kerosene Oil Company.	$200,000.00 (2,000 shares).	$93,400.00 (934 shares)	Stock purchased by Standard Oil interests in 1878.	Refinery at Portland.	Balance of stock acquired 1883–1886.	Properties transferred in 1892 to Standard Oil Company, New York; company liquidated and ceased business.	Now owned by Standard Oil Company of New York, constituting Portland Oil Yard.
Producers Consolidated Land & Petroleum Company.	$2,500,000.00 (25,000 shares).	6,513½ out 10,000 shares (capital stock having been reduced to $1,000,000 in 1879).	One-half stock purchased in November, 1877.	Producing properties in Pennsylvania oil fields.	Minority stock not acquired until 1890.	Company liquidated in 1896 and its properties were transferred to Forest Oil Company, the properties having been practically exhausted.	Now owned by South Penn Oil Company.
Signal Oil Works.....	$16,000.00 (160 shares).	$6,200.00 (62 shares)..	Acquired by Standard Oil interests in 1879 through purchase of Galena Oil Works, Limited (see latter company).	Signal and Cylinder Oil Works at Franklin, Pennsylvania.	.....	Signal Oil Works, Limited, reorganized in 1897 as Signal Oil Company; consolidated in 1901 with the Galena-Signal Oil Company.	Now owned by Galena-Signal Oil Company.
Thompson & Bedford Company, Limited.	$250,000.00 (2,500 shares).	$200,000.00 (2,000 shares).	Organized in 1880 by Standard Oil interests; company took over on its organization business of Thompson, Bedford & Company in which ½ interest was already owned for account of Standard Oil stockholders.	Marketing and export business in lubricating oils in New York; ½ interest in the firm of Swan & Finch.	Balance of stock acquired in 1890.	Transferred to Standard Oil Company of New York in 1892; company liquidated and ceased business.	Business now a department of Standard Oil Company of New York.
Devoe Manufacturing Company.	$300,000.00 (3,000 shares).	$270,000.00 (2,700 shares).	Property and stock of company purchased by Standard Oil interests.	Plant and yards for canning and shipping export oil.	Balance of stock acquired in 1882.	Properties transferred in 1892 to Standard Oil Company of New York; company liquidated and ceased business.	Now owned by Standard Oil Company of New York.
Eclipse Lubricating Oil Company	$175,000.00 (3,500 shares).	$160,000.00 (3,200 shares).	By Standard Oil interests in 1878.	Eclipse Works at Franklin, Pennsylvania.	Balance of stock acquired in 1882 by Standard Oil trustees.	Transferred in 1892 to Atlantic Refining Company; company liquidated and ceased business.	Now owned by Atlantic Refining Company as Eclipse Works.

Companies named in trust agreement—Continued.

THIRD DIVISION.—PART OF STOCK OWNED BY PARTIES TO TRUST AGREEMENT AT THE TIME OF THE FORMATION OF THE TRUST—Cont'd.

Name of company.	Capital stock.	Amount of stock owned by parties to trust agreement.	When organized.	Chief properties owned at time of formation of trust.	Minority interests acquired by trustees of Standard Oil Trust.	Properties transferred.	Properties now owned by whom?
Empire Refining Company.	$100,000.00 (1,000 shares).	$80,000.00 (800 shares)	80% of stock purchased in 1880 by William Rockefeller and J. D. Archbold, trustees for Standard Oil interests.	Refinery on Newtown Creek.	.....	Properties leased in 1891 to Sone & Fleming Manufacturing Company, giving option for purchase of improvements; option exercised in 1899 by Standard Oil Company of New York; works combined with Sone & Fleming works.	
Franklin Pipe Company (Limited).	$50,000.00 (500 shares)	$9,500.00 (95 shares)..	95 shares stock purchased by Standard Oil interests in 1879.	Small gathering lines in western Pennsylvania.	100 additional shares acquired by Standard Oil trustees in 1882; balance of stock still outstanding.	.....	Properties owned by Franklin Pipe Line Company (Limited).
Galena Oil Works (Limited).	$150,000.00 (6,000 shares).	$116,250.00 (4,650 shares).	Purchased by Standard Oil interests in 1879.	Lubricating works at Franklin, Pennsylvania.	525 additional shares purchased by Standard Oil trustees in 1885; balance of stock never acquired.	Company reorganized in 1897 as the Galena Oil Company; consolidated with the Signal Oil Company in 1901.	Works now owned by Galena Signal Oil Company.
Galena Farms Oil Company (Limited).	$50,000.00 (1,000 shares).	$38,750.00 (775 shares)	Organized in 1879 by Galena Oil Works (Limited) to take over its producing properties; stock acquired for account of Standard Oil trustees on distribution by Galena Oil Works (Limited).	Some small producing properties in western Pennsylvania.	Balance of stock never acquired.	Stock in company transferred to Standard Oil Company (New Jersey) in 1892.	Company liquidated in 1901 and ceased business.

Germania Mining Company.	$30,000.00 (300 shares)	$20,000.00 (200 shares)	Organized by Standard Oil interests in 1880.	Some leaseholds of producing properties.			Wells proved unproductive and project abandoned in 1883.
Vacuum Oil Company.	$25,000.00 (100 shares)	$18,750.00 (75 shares).	75% of stock of company purchased by Standard Oil interests in 1879.	Refinery, warehouses, etc., at Rochester.	½ of a share acquired by Standard Oil trustees in 1890 and 75½ shares transferred to Standard Oil Company (New Jersey) in 1892. Standard Oil Company (New Jersey) acquired 1 share in 1896 and 23½ shares in 1900.		Works owned by Vacuum Oil Company.
H. C. Van Tine & Company, Limited.	$100,000.00 (1,000 shares).	$75,000.00 (750 shares)	Organized by Standard Oil interests in 1879.	Diamond Works at Allegheny, Pennsylvania.	Balance of stock acquired by Acme Oil Company in 1882.		Company liquidated in 1886; works went out of operation.
Waters-Pierce Oil Company.	$100,000.00 (1,000 shares).	$40,000.00 (400 shares, 20% also owned by Chess-Carley Company).	Organized by Standard Oil interests and others in 1878; purchased business of Waters-Pierce & Company. Standard Oil interests paid cash for their stock.	Oil yards, marketing business, etc., in St. Louis, Eastern Missouri, Arkansas, Louisiana, Texas, etc.	In 1882 stock increased to $400,000.00. Standard Oil trustees taking 1,200 additional shares and Chess-Carley & Company 600 additional shares; in 1885 by distribution of Chess-Carley's stock Standard Oil trustees acquired 400 additional shares and in 1888 and 1890 acquired 750 shares by purchase.	Properties transferred to Waters-Pierce Oil Company.	Now owned by Waters-Pierce Oil Company.

DEFENDANTS' EXHIBIT 283.

Total deliveries paraffine wax by refineries, export and home trade, years 1892 to 1907, inc.

[Expressed in pounds.]

	Miners Sunshine.	Crude wax.	Sweated wax.	Refd. & semi-refd. wax.	Candles.	Total pounds.	Total tons.
1892		60,154,790		11,271,479	2,943,202	74,369,471	37,185
1893		81,654,806		23,712,532	3,432,237	108,799,575	54,400
1894		57,348,938		20,380,623	5,980,423	83,709,984	41,855
1895		79,226,101		28,280,779	8,851,904	116,358,784	58,179
1896		77,776,039		28,724,188	6,473,268	112,973,495	56,487
1897		85,127,243		53,855,924	8,322,572	147,305,739	73,653
1898		106,022,147		71,221,504	9,217,427	186,461,078	93,231
1899		113,743,269		76,750,665	10,925,277	201,419,211	100,710
1900		101,326,754		61,684,730	10,977,682	173,989,166	86,995
1901		85,182,452		77,241,949	15,034,600	177,459,001	88,730
1902	2,028,201	103,712,487		76,145,351	16,328,601	198,214,640	99,107
1903	3,873,407	104,590,891		98,175,035	16,593,156	223,232,489	111,616
1904	4,197,834	101,191,023		77,336,603	17,490,367	200,215,827	100,108
1905	4,916,987	81,705,801		86,678,625	19,305,162	192,606,575	96,303
1906	5,320,064	87,587,582	18,985,984	78,166,806	22,148,418	212,208,854	106,104
1907	8,064,237	109,649,553	4,294,828	96,564,187	22,419,673	240,992,478	120,496

1903–1907: The number of pounds of composite and fancy candles have been reduced by an arbitrary figure of 20% to bring to a basis of pure paraffine.

This applies for the years 1903 to 1907, inclusive; previous to the year 1903 no separation was made in reporting the number of pounds of candles.

DECEMBER 3, 1908.

DEFENDANTS' EXHIBIT 284.

Crude oil purchased by the Standard Oil Company in the State of California, including their own production.

[Barrels of 42 gals.]

District.	1900.	Last 6 months 1901.	1902.	1903.	1904.	1905.	1906.	1907.
Kern		748,854	2,704,966	4,624,798	5,622,654	3,122,496	2,864,036	2,101,460
Coalinga				905,894	3,370,072	5,565,816	4,323,909	4,684,618
Santa Maria					144,196	822,830	1,810,114	1,848,622
Newhall		88,903	114,463	171,323	164,710	97,204	74,506	79,887
Los Angeles						69,254	392,836	320,664
Olinda		28,236	263,387	217,669	169,910			
Midway								137,915
McKittrick		57,428	83,116	68,910				
Total		923,421	3,165,932	5,988,594	9,471,542	9,677,600	9,465,401	9,173,166

Total production as given by California State Mining Bureau—Bulletin No. 48.

1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
4,329,960	7,710,315	14,356,910	24,340,839	29,736,003	34,275,701	32,624,000	40,085,000

Crude oil produced by Pacific Coast Oil Co. and Standard Oil Company.

District.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Newhall	156,722	176,647	113,778	91,133	121,994	97,204	59,556	70,626
Coalinga								553,429
Total	156,722	176,647	113,778	91,133	121,994	97,204	59,556	624,055

DEFENDANTS' EXHIBIT 285.

Shipments of refined oils from Richmond.

	1902 (50-gal. bbls.).	1903 (50-gal. bbls.).	1904 (50-gal. bbls.).	1905 (50-gal. bbls.).	1906 (50-gal. bbls.).	1907 (50-gal. bbls.).
Refined oils, export			61,342	271,900	878,874	1,161,12
Refined oils, domestic	40,259	161,889	243,471	359,337	346,390	444,88

DEFENDANTS' EXHIBIT 286.

STANDARD OIL CO. (CALIFORNIA).

Refined oil business 1906.

Tank wagon business	27.48%
Sales in bulk	6.98
Sales in cans and cases	44.95
Sales in iron barrels and drums	20.59
Total	100%

Total sales in bulk, all but .44%, is intrastate. The .44% tabulated as interstate represents sales by tank cars where the delivery is made beyond the State line.

All but 9.56% of the business in cans and cases consists of sales where deliveries are made in the State where the cans are filled.

All but 4.35% of the business done in iron barrels and drums consists of sales where deliveries are made in the State where the barrels or drums are filled.

The grand total for the year shows that all of the refined business of the company except 5.23% was intrastate.

Figuring naphtha and gasoline business in the same way, it shows that the percentage of intrastate business for 1906 was all but 9.42%.

Of the total sales of refined oil made in California, 86% was oil refined in California, and all of the oil refined in California is from crude oil produced in California.

Of the total sales of naphtha and gasoline in the State of California, 92% was sales of naphtha and gasoline refined in California from crude oil produced in California.

DEFENDANTS' EXHIBIT 287.

Refined oil sales, Standard Oil Co. of California, year 1906.

[Barrels of 50 gallons.]

Method of delivery.	California.		Washington.		Oregon.		Nevada.		Arizona.		Idaho.		Alaska.		Hawaiian Isl.		Montana.		Total S. Co. Cal.	
	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.
Tank wagon:																			114,259	27.48
Total	86,967	37.99	16,875	19.07	9,335	17.68	267	3.67	801	07.65	14	00.32								
Interstate																			28,976	6.98
Bulk:																			127	00.44
Total	10,743	04.69	14,256	16.11	3,660	6.93	252	3.47	65	00.62										
Interstate							127	50.39												
Cans:																			186,803	44.95
Total	90,177	39.39	37,420	42.28	18,728	35.48	6,295	86.59	9,511	90.77	3,097	70.84	2,774	63.10	18,776	99.76	25	67.57	17,876	09.56
Interstate			2,551	6.82	726	3.88	5,240	83.24	7,034	73.96	2,300	74.26					25	100.00		
Bbls. & drums:																			85,576	20.59
Total	41,058	17.93	19,953	22.54	21,067	39.91	456	6.27	101	00.96	1,261	28.84	1,622	36.90	46	00.24	12	32.43	5,722	04.35
Interstate			2,463	12.34	257	1.22	69	15.13	21	20.80	900	71.37					12	100.00		
Total:																			415,614	100.00
Grand total	228,945	100.00	88,504	100.00	52,790	100.00	7,270	100.00	10,478	100.00	4,372	100.00	4,396	100.00	18,822	100.00	37	100.00	21,725	05.23
Interstate			5,014	5.67	983	1.86	5,436	74.77	7,055	67.33	3,200	73.19					37	100.00		

DEFENDANTS' EXHIBIT 287-A.

Naphtha sales, Standard Oil Co. of California, year 1906.

[Barrels of 50 gallons.]

Method of delivery.	California.		Washington.		Oregon.		Nevada.		Arizona.		Idaho.		Alaska.		Hawaiian Isl.		Montana.		Total S. O. Co Cal.	
	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.	Barrels.	% of total.
Tank wagon:																				
Total	112,638	47.42	323	00.67	915	03.68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	113,876	32.87
Interstate	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bulk:																				
Total	22,091	9.30	10,903	22.53	2,962	11.93	836	7.65	9,107	50.54	.....	.....	.....	.....	.....	.....	.....	.....	45,899	13.25
Interstate	.....	.....	.....	.....	265	8.94	836	100.00	8,976	98.56	.....	.....	.....	.....	.....	.....	.....	.....	10,077	21.95
Cans:																				
Total	30,064	12.66	10,038	20.74	4,729	19.04	8,561	78.30	6,491	36.02	917	49.97	2,705	90.89	530	27.29	13	100.00	64,048	18.48
Interstate	.....	.....	374	03.73	188	3.98	7,795	91.05	4,272	65.81	593	64.67	192	7.10	.....	.....	13	100.00	13,427	20.96
Bbls. & drums:																				
Total	72,744	30.62	27,137	56.06	16,233	65.35	1,536	14.05	2,421	13.44	918	50.03	271	9.11	1,412	72.71	.....	.....	122,672	35.40
Interstate	.....	.....	3,441	12.68	1,090	6.71	1,519	98.89	1,654	68.32	918	100.00	271	100.00	259	18.34	.....	.....	9,152	07.46
Total:																				
Grand total	237,537	100.00	48,401	100.00	24,839	100.00	10,933	100.00	18,019	100.00	1,835	100.00	2,976	100.00	1,942	100.00	13	100.00	346,495	100.00
Interstate	.....	.....	3,815	7.88	1,543	06.21	10,150	92.83	14,902	82.70	1,511	82.89	463	15.56	259	13.33	13	100.00	32,656	9.42

DEFENDANTS' EXHIBIT 288.

Stations abandoned, Continental field.

Akron, Colo.	Station moved to Wray, Colo., 10/28/04; warehouse & 201 bbl. refined oil tank.
Breckenridge, Colo.	Station closed Jan. 1st, 1906; warehouse & 203 barrel refined oil tank.
Deer Lodge, Mont.	Warehouse & 203 bbl. W. W. tank; memo. 12/4/06.
Boulder, Mont.	Warehouse & 90 bbl. naph. and 205 bbl. ref'd oil tanks; memo. 2/4/07.
Capitan, N. M.	Pump house & two 81½ bbl. tanks; memo. 12/07.
Erie, Colo.[a]	Two tanks, 75 & 33 bbls. capacity; memo. 2/2/07.
Idaho Springs, Colo.	Warehouse, stable, tank shed & 121 bbl. refined & 203 bbl. gasoline tank, 1 T. W.; memo. 5/07.
Lake Valley, N. M.	Warehouse & 199 bbl. ref'd oil tank; memo. 10/07.
Lyons, Colo.[a]	One 36-bbl. refined oil tank; memo. 2/07.
Pagosa Springs, Colo.[b]	Warehouse & two 33 bbl. ref'd tanks; memo. 6/7/07.
Westcliffe, Colo.	Warehouse & 202 bbl. ref'd tank, 1 T. W.; memo. 9/07.
Red Lodge, Mont.	Warehouse, wagon shed & 203 bbl. tank, 1 T. W.; memo. 12/07.
Lordsburg, N. M.	Warehouse, tank shed, two 122 bbl. ref'd oil tanks and one 132 bbl. gaso. tank; memo. 6/07.

[a] Casady purchase.
[b] Kirkpatrick purchase.

12/4/08.

DEFENDANTS' EXHIBIT 289.

Net stocks of crude oil in S. O. Co. pipe line at the end of each year, 1886 to 1907, inc.

[Barrels, 42 gallons.]

LIMA AND INDIANA CRUDE OIL.

1886	526,666
1887	4,148,465
1888	10,036,472
1889	15,229,753
1890	20,971,395
1891	22,103,705
1892	18,604,442
1893	18,497,340
1894	20,158,266
1895	21,494,848
1896	23,302,770
1897	22,762,779
1898	15,180,892
1899	10,545,927
1900	14,988,928
1901	17,760,306
1902	17,306,426
1903	15,138,637
1904	14,856,398
1905	12,392,536
1906	6,573,710
1907	3,401,274

DEFENDANTS' EXHIBIT 290.

Approximate margins of profit tank wagon W. W. oil, showing range of margins in the United States, excluding W. P. O. Co. Percentage is based on W. W. sales for year 1904.

Approximate margins.	Per cent total stations shown on petitioner's exhibits.		Per cent total all stations.
Loss	4.12		4.57
1¢ and under	23.69		21.49
1.01 to 2.00 inc	44.45		42.91
2.01 to 3.00 "	24.08		26.67
3.01 to 4.00 "	2.09		2.74
4.01 to 5.00 "	1.01		.96
5.01 to 6.00 "	.31	3.66	.32 3.8
6.01 to 7.00 "	.22		.28
7.01 to 8.00 "	.03		.05
	100.00		100.00

DEFENDANTS' EXHIBIT 291.

Finished naphtha S. O. Co. sales in United States 1895 to 1906, inc.

	Barrels 50 gallons.
1895	2,216,780
1896	2,204,772
1897	2,374,588
1898	2,725,280
1899	2,747,153
1900	2,878,644
1901	3,253,988
1902	3,660,945
1903	3,815,882
1904	3,934,686
1905	4,512,177
1906	4,967,900

DEFENDANTS' EXHIBIT 292-A.

YEAR 1895.

[Loss in red.]

[Barrels 50 gallons.]

	Refined oil.			Naphtha.		
	Barrels.	Net earnings.	Earnings per bbl.	Barrels.	Net earnings.	Earnings per bbl.
Kentucky*	1,574,856	1,039,404.96	0.66	589,651	294,825.50	0.50
Indiana	855,062	508,744.63	.60	297,315	148,757.15	.50
San Francisco	318,139	494,228.26	1.55	71,553	170,795.83	2.39
Denver	118,642	247,143.93	2.08	12,698	31,619.09	2.49
W. P. O. Co.	516,687	857,767.20	1.66	144,512	171,240.50	1.19
Ohio	807,879	318,458.69	.39	387,323	184,497.12	.48
Total West	4,191,265	3,465,747.67	.83	1,503,052	1,001,735.19	.67
Pittsburg	260,395	79,245.31	.30	65,599	14,057.58	.21
N. Y. Pa. stat.	636,606	261,580.68	.41	53,011	24,522.38	.46
Total Middle	897,001	340,825.99	.38	118,610	38,579.96	.32
Baltimore	340,633	40,274.26	.12	112,698	784.05	.01
Philadelphia	322,334	136,346.27	.42	200,865	49,692.26	.25
Newark	141,013	91,922.85	.65	40,982	17,303.90	.42
N. Y. stations	362,771	237,229.90	.65	20,606	13,802.12	.67
N. Y. City	1,026,790	574,946.57	.56	55,743	10,286.84	.18
Boston	511,481	175,830.41	.34	107,663	6,902.33	.06
Portland	143,754	68,082.26	.47	8,208	4,893.23	.60
Montreal	38,536	16,725.86	.43	3,392	2,320.97	.68
Eastern Oil Co.	47,536	28,963.53	.61	273	200.99	.74
Total East	2,934,848	1,370,321.91	.47	550,493	106,276.69	.19
Grand total	8,023,114	5,176,895.57	.65	2,172,155	1,146,591.74	.53
Detroit Canada & Mexico	210,383	509,477.10	.....	8,148	2,310.12	.....
Total United States	7,812,731	4,667,418.47	.60	2,164,007	1,144,281.62	.53

* Kentucky estimated.

DEFENDANTS' EXHIBIT 292-B.

YEAR 1896.

[Loss in red.]

[Barrels 50 gallons.]

	Refined oil.			Naphtha.		
	Barrels.	Net earnings.	Earnings per bbl.	Barrels.	Net earnings.	Earnings per bbl.
*Kentucky	941,720	555,614.80	.59	317,994	139,917.36	.44
Indiana	1,271,678	764,588.23	.60	530,762	310,455.49	.58
San Francisco	317,694	383,990.79	1.21	73,844	104,445.08	1.41
Denver	126,114	253,814.64	2.01	12,894	28,734.32	2.23
W. P. O. Co	517,025	595,955.46	1.15	146,650	102,017.80	.70
Ohio	803,850	480,379.64	.60	390,439	236,982.40	.61
Total West	3,978,081	3,034,343.56	.76	1,472,583	922,552.40	.63
Pittsburg	246,576	18,750.14	.08	64,580	2,060.16	.03
N. Y. & Pa. stas	638,634	120,503.28	.19	56,525	28,908.77	.51
Toronto (last 5 mos.)	35,946	1,909.50	.05	1,671	51.97	.03
Total Middle	921,156	137,343.83	.15	122,776	31,006.96	.25
Baltimore	427,418	74,294.77	.17	116,218	34,078.99	.29
Philadelphia	307,789	26,702.60	.09	162,740	77,748.62	.48
Newark	174,169	121,206.15	.70	43,793	30,916.77	.71
N. Y. stations	364,358	131,009.05	.36	20,255	18,506.05	.91
N. Y. City	594,739	148,284.47	.25	38,338	29,072.88	.76
Boston	499,628	54,470.64	.11	101,064	31,017.62	.31
Providence	453,453	183,105.01	.40	40,153	35,737.51	.89
Portland	148,787	79,130.23	.53	8,924	6,230.23	.70
Montreal	47,570	17,930.08	.38	4,570	3,886.24	.85
Eastern Oil Co	45,466	15,427.63	.34	298	130.07	.44
Total East	3,063,377	851,560.63	.28	536,353	267,324.98	.50
Grand total	7,962,614	4,023,248.02	.51	2,131,712	1,220,884.34	.57
Deduct Canada & Mexico	219,463	498,388.60	.....	10,842	5,740.09	.....
Total United States	7,743,151	3,524,859.42	.46	2,120,870	1,215,144.25	.57

* Kentucky estimated.

DEFENDANTS' EXHIBIT 292-C.

YEAR 1897.

[Loss in red.]

[Barrels 50 gallons.]

	Refined Oil.			Naphtha.		
	Barrels.	Net earnings.	Earnings per bbl.	Barrels.	Net earnings.	Earnings per bbl.
*Kentucky	1,009,098	595,367.82	.59	364,058	156,544.94	.43
Indiana	1,461,922	842,981.84	.58	606,337	363,672.20	.60
San Francisco	323,456	315,448.43	.98	74,396	54,809.90	.74
Denver	129,351	253,758.77	1.96	14,137	23,920.94	1.69
W. P. O. Co	536,103	709,502.86	1.32	153,398	117,544.60	.77
Ohio	817,412	575,197.60	.70	407,400	276,427.41	.68
Total West	4,277,342	3,292,257.32	.77	1,619,726	992,919.99	.61
Pittsburg	248,799	21,935.49	.09	68,703	10,724.85	.16
N. Y. & Pa. Stas	626,763	153,925.60	.25	59,762	34,927.32	.58
Tuscola	79,970	18,590.18	.23	3,989	1,148.30	.29
Vacuum Oil Co	64,621	12,212.32	.19	7,744	3,939.67	.51
Total Middle	1,020,153	169,483.23	.17	140,198	50,740.14	.36
Baltimore	472,849	184,160.98	.39	128,194	68,948.95	.54
Philadelphia	306,330	15,931.82	.05	160,635	36,900.07	.23
Newark	193,484	85,354.80	.44	50,515	39,843.02	.79
N. Y. stations	374,043	118,792.95	.31	21,676	19,300.55	.89
N. Y. City	633,400	84,836.67	.13	40,677	28,113.74	.69
Boston	532,723	102,277.97	.19	108,497	44,803.05	.41
Providence	453,176	162,845.34	.36	46,081	33,858.17	.74
Portland	144,408	70,026.38	.49	9,606	7,188.23	.75
Montreal	53,705	16,012.44	.30	5,744	4,425.93	.77
Eastern Oil Co	42,162	14,150.00	.34	325	69.84	.22
Total East	3,206,280	854,189.35	.27	571,950	283,451.55	.50
Grand total	8,503,775	4,315,929.90	.51	2,331,874	1,327,111.68	.57
Deduct Canada & Mexico	233,555	344,951.62	.....	14,130	9,943.49	.....
Total United States	8,270,220	3,970,978.28	.48	2,317,744	1,317,168.19	.57

*Kentucky estimated.

DEFENDANTS' EXHIBIT 292-D.

YEAR 1898.

[Loss in red.]

[Barrels, 50 gallons.]

	Refined oil.			Naphtha.		
	Barrels.	Net earnings.	Earnings per bbl.	Barrels.	Net earnings.	Earnings per bbl.
Kentucky	1,051,063	506,697.08	.57	411,457	179,902.91	.4
Indiana	1,867,030	1,010,390.37	.54	844,063	405,070.97	.4
San Francisco	348,136	397,564.76	1.14	92,793	100,992.57	1.0
Denver	136,343	258,984.72	1.90	16,044	28,874.88	1.8
W. P. O. Co	565,418	657,859.07	1.16	159,358	110,374.55	.6
Ohio	516,762	338,229.93	.65	305,573	182,634.24	.6
Winnipeg	21,033	38,362.47	1.82	1,117	1,786.13	1.5
Total West	4,506,385	3,208,088.40	.71	1,830,405	1,009,638.25	.5
Pittsburg	249,771	6,371.36	.03	70,237	3,551.18	.0
N. Y. & Pa. stas	625,538	103,687.92	.17	77,181	13,991.91	.1
Toronto	100,286	16,608.74	.17	7,243	2,270.41	.3
Vacuum Oil Co	62,366	7,838.92	.13	8,093	1,047.80	.1
Total Middle	1,037,961	101,289.46	.10	162,754	16,320.48	.1
Baltimore	506,008	126,321.29	.25	145,936	31,359.42	.2
Philadelphia	308,712	3,013.96	.01	197,958	656.41	.
Newark	203,643	25,669.30	.13	56,982	32,684.21	.5
N. Y. stations	379,113	119,399.54	.32	28,034	19,288.69	.6
N. Y. City	682,182	95,892.65	.14	53,056	31,528.53	.5
Boston	543,894	134,158.28	.25	128,176	19,458.67	.1
Providence	444,132	221,022.78	.50	52,021	36,282.62	.7
Portland	141,774	46,471.51	.33	11,074	8,863.40	.8
Montreal	71,725	372.05	x	7,344	2,674.70	.3
Maritime prov	41,627	8,392.17	.20	353	93.38	.2
Total East	3,322,780	779,969.43	.23	680,964	181,647.21	.2
Grand total	8,867,126	4,089,347.29	.46	2,674,123	1,207,603.94	.4
Deduct Canada & Mexico	353,212	310,779.93	.....	24,403	10,067.40	.....
Total United States	8,513,914	3,778,567.36	.44	2,649,720	1,197,536.54	.4

DEFENDANTS' EXHIBIT 293-A.

COMMODITIES.

Relative prices all commodities, per Bureau of Labor Bulletin # 75, page 292, and percentages of increase over 1895.

Year.	Relative prices all commodities.	Percentages of increase over 1895.
1895	92.6	100.00%
1896	90.4	96.58
1897	89.7	95.83
1898	93.4	99.79
1899	101.7	108.65
1900	110.5	118.06
1901	108.5	115.92
1902	112.9	120.62
1903	113.6	121.37
1904	113.0	120.73
1905	115.9	123.82
1906	122.5	130.88

CRUDE OIL.

Year.	Average prices So. Lima crude per barrel.	Average prices So. Lima crude per gallon.	Average prices Penn. crude oil per bbl.	Average prices Penn. crude oil per gal.
1895	$ .70	1.67c.	$1.36	3.24c.
1896	.53	1.50	1.19	2.83
1897	.47	1.12	.79	1.88
1898	.60	1.43	.91	2.17
1899	.88	2.10	1.29	3.07
1900	.96	2.29	1.35	3.21
1901	.84	2.00	1.21	2.88
1902	.86	2.05	1.24	2.95
1903	1.14	2.71	1.59	3.79
1904	1.08	2.57	1.63	3.88
1905	.86	2.05	1.39	3.31
1906	.89	2.12	1.60	3.81

DEFENDANTS' EXHIBIT 293-B.

[Based on petitioners' Exhibits 628 and 379 with prices for 1895, 1896, & 1897 added.]

Average prices received by Standard Oil Co. for all refined oil in domestic trade.

[Cents per gallon.]

Year.	Average refinery price of all deliveries of W. W. oil.	Average profit of domestic marketing companies on illuminating oil in U. S.	Total net price to dealers exclusive of marketing cost and freight.	Average marketing cost (tank wagon).	Total prices to dealers less freight.
1895	5.24c.	1.20c.	6.44c.	1.18c.	7.62c.
1896	4.93	.92	5.85	1.14	6.99
1897	4.02	.96	4.98	1.13	6.11
1898	4.26	a.88	5.14	1.17	6.31
1899	5.25	1.20	6.45	1.23	7.68
1900	5.44	1.38	6.82	1.33	8.15
1901	4.96	1.64	6.60	1.42	8.02
1902	5.45	1.74	7.19	1.44	8.63
1903	6.85	1.92	8.77	1.48	10.25
1904	6.76	1.60	8.36	1.55	9.91
1905	5.42	b 1.76	7.18	1.51	8.69
1906	5.38	b 1.50	6.88	1.54	8.42

a Includes United States and Canada. Excluding Canada does not change this average.
b Not including the profits of the Waters-Pierce Oil Company.

DEFENDANTS' EXHIBIT 293-C.

Prices received by Standard Oil Co. for all finished naphtha in domestic trade.

[Based on petitioner's exhibits 629 and 384, with prices for 1895, 1896, and 1897 added.]

[Cents per gallon.]

Year.	Average price received by refineries for all finished naphtha.	Average profit of marketing companies on naphtha in U. S.	Total price to trade less freight and marketing cost.	Average cost of tank-wagon marketing.	Total price to trade less freight.
1895	6.10c.	1.06c.	7.16c.	1.18c.	8.34c.
1896	5.25	1.14	6.39	1.14	7.53
1897	3.85	1.14	4.99	1.13	6.12
1898	4.04	a.90	4.94	1.17	6.11
1899	7.44	1.34	8.78	1.23	10.01
1900	6.75	1.02	7.77	1.33	9.10
1901	6.24	1.34	7.58	1.42	9.00
1902	7.20	1.54	8.74	1.44	10.18
1903	8.53	1.82	10.35	1.48	11.83
1904	7.65	1.52	9.17	1.55	10.72
1905	7.15	b1.36	8.51	1.51	10.02
1906	9.08	b1.72	10.80	1.54	12.34

a Includes United States and Canada.
b Not including the profits of the Waters-Pierce Oil Co.

DEFENDANTS' EXHIBIT 293-D.

Average prices received by Standard Oil Co. for all refined oil in domestic trade, 1895 to 1906, excluding marketing cost and freight; all prices reduced to 1895 basis.

[Cents per gallon.]

Year.	Average refinery price of all deliveries of W. W. oil reduced to 1895 basis.	Average profit of domestic marketing companies on illuminating oil in U. S. reduced to 1895 basis.	Total—net price to dealers exclusive of marketing cost and freight reduced to 1895 basis.	Increase or decrease in reduced prices as compared with 1895.
1895	5.24c.	1.20c.	6.44c.	.....
1896	5.10	.95	6.05	.39c.
1897	4.19	1.00	5.19	1.25
1898	4.27	.88	5.15	1.29
1899	4.83	1.10	5.93	.51
1900	4.61	1.17	5.78	.66
1901	4.28	1.41	5.69	.75
1902	4.52	1.44	5.96	.48
1903	5.64	1.58	7.22	.78
1904	5.60	1.32	6.92	.48
1905	4.38	a1.42	5.80	.64
1906	4.11	a1.15	5.26	1.18

a Not including the profits of the Waters-Pierce Oil Co.

Compiled from Exhibits 379, 396, 396-A, 383, 209.

DEFENDANTS' EXHIBIT 293-E.

Prices received by Standard Oil Co. for all finished naphtha in domestic trade, 1895 to 1906, excluding marketing cost and freight, all prices reduced to 1895 basis.

[Cents per gallon.]

Year.	Average price received by refineries for all finished naphtha reduced to 1895 basis.	Average profit of marketing companies on naphtha in U. S. reduced to 1895 basis.	Total price to trade less freight & marketing cost reduced to 1895 basis.	Increase or decrease in reduced prices as compared with 1895.
1895	6.10c.	1.06c.	7.16c.	
1896	5.44	1.18	6.62	.54
1897	4.02	1.19	5.21	1.95
1898	4.05	a .90	4.95	2.21
1899	6.85	1.23	8.08	.92
1900	5.72	.86	6.58	.58
1901	5.38	1.16	6.54	.62
1902	5.97	1.28	7.25	.09
1903	7.03	1.50	8.53	1.37
1904	6.34	1.26	7.60	.44
1905	5.77	b 1.10	6.87	.29
1906	6.94	b 1.31	8.25	1.09

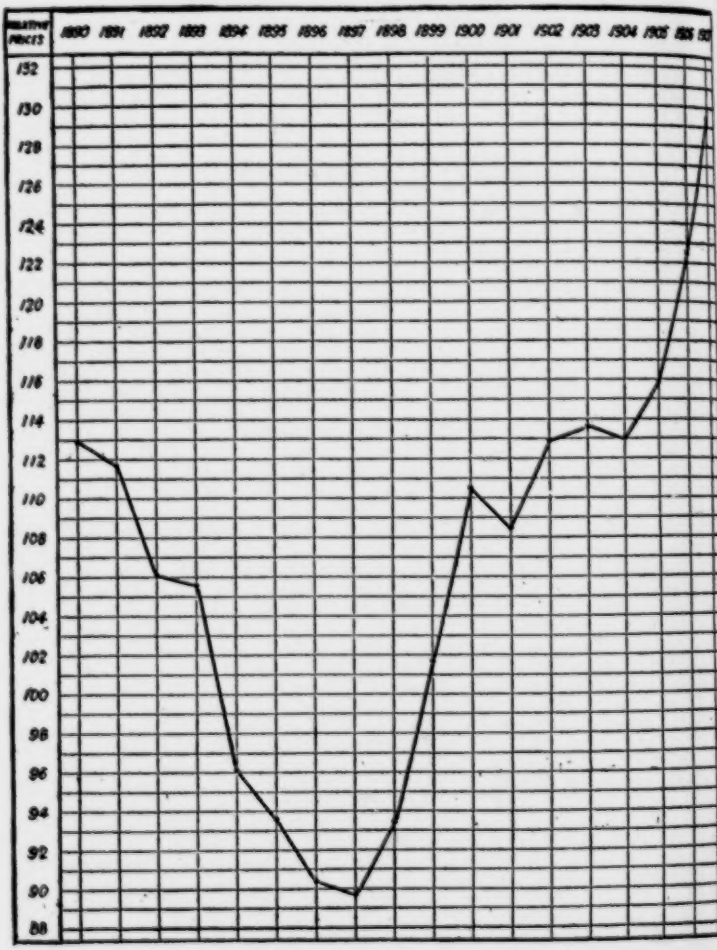
a Includes United States and Canada. Excluding Canada leaves this average unchanged.
b Not including profits of the Waters-Pierce Oil Co.

Based on Exhibits 384, 396, 396-A, 383, 402.

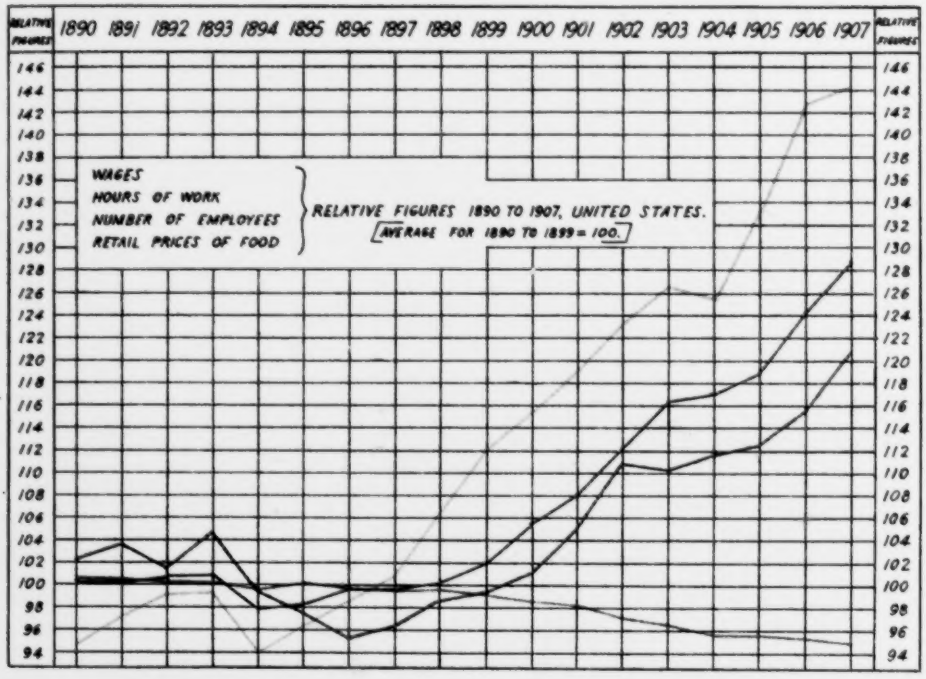
DEFENDANTS' EXHIBIT 294.

RELATIVE PRICES OF ALL COMMODITIES, 1890 TO 1907.

[Average price for 1890 to 1899 = 100.]



DEFENDANTS' EXHIBIT 295


RELATIVE FIGURES
1890 1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907
RELATIVE FIGURES
146 144 142 140 138 136 134 132 130 128 126 124 122 120 118 116 114 112 110 108 106 104 102 100 98 96 94
WAGES
HOURS OF WORK
NUMBER OF EMPLOYEES
RETAIL PRICES OF FOOD
RELATIVE FIGURES 1890 TO 1907, UNITED STATES.
AVERAGE FOR 1890 TO 1899 = 100.
RELATIVE WAGES PER HOUR
RELATIVE HOURS PER WEEK
RELATIVE NUMBER OF EMPLOYEES
RELATIVE RETAIL PRICES OF FOOD WEIGHTED ACCORDING TO AVERAGE CONSUMPTION IN 2567 WORKINGMEN'S FAMILIES.

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DEFENDANTS' EXHIBIT 297.

The preceding chart shows the percentage of increase of prices of various commodities in 1906 as compared with 1895.

Prices, except as to oil and wages, are taken from the Report of the Bureau of Labor, March, 1908.

[Prices for oil are taken from petitioner's Exhibit 628. Figures for the wages line are taken from Bulletin of Bureau of Labor, #77, July, 1908, page 7.]

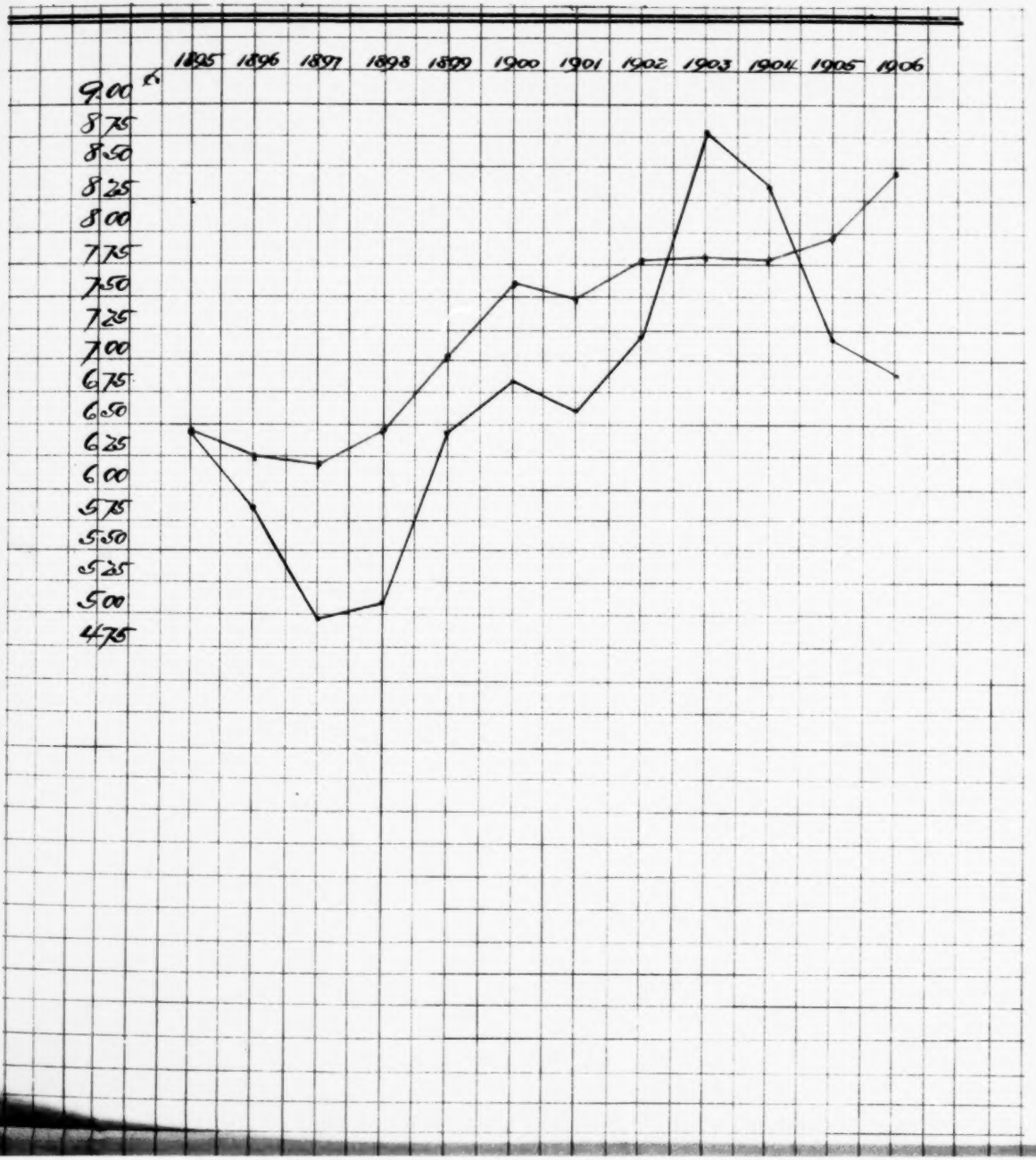
Name of commodity.	1895.	1906.	Per cent of increase in 1906 over 1895.
1. W. W. refined oil	7.62	8.42	10.4
2. Sugar, 96° Cent. (p. 433)	84.1	95.3	13.32
3. Wheat flour, spring patents (p. 430)	84.8	99.5	17.34
4. Milk, fresh (p. 432)	99.2	118.0	18.95
5. Leather, sole (hemlock) (p. 437)	106.9	130.9	22.45
6. Rye flour (p. 430)	94.5	115.9	22.65
7. Dairy butter, N. Y. State (p. 429)	93.0	114.9	23.55
8. Files, 8" mill bastard (p. 444)	95.4	119.8	25.58
9. Carpets, Brussels, 5-frame, Bigelow (p. 435)	93.5	117.9	26.10
10. Wages per hour, July, 1908, Bulletin 77	98.3	124.2	26.34
11. Soap, Castile, mottled, pure (p. 453)	89.1	114.2	28.1
12. Meat (hams smoked) (p. 432)	96.2	125.5	30.46
13. General commodities (p. 292)	93.6	122.5	30.88
14. Flour, buckwheat (p. 430)	86.2	115.0	33.41
15. Blankets, 11-4, 5 lbs. to the pair, all wool (p. 434)	89.3	122.0	36.62
16. Bread, crackers, butter (p. 428)	97.2	133.7	37.55
17. Sheetings, bleached 10-4, Pepperell (p. 438)	94.7	131.4	38.75
18. Cheese, N. Y. full cream (p. 429)	94.1	133.0	41.34
19. Horse blankets, 6 lbs. ea. all wool (p. 436)	92.5	135.3	46.27
20. Maple bedroom chairs (p. 451)	96.9	143.9	48.5
21. Suitings, indigo blue, all wool (p. 440), 16 oz	83.0	126.2	52.05
22. Lead pipe (p. 444)	87.2	133.3	52.87
23. Bags, 2-bushel Amoskeag (p. 434)	82.2	129.1	57.06
24. Zinc sheets (p. 446)	85.1	135.0	58.64
25. Cotton-seed meal (p. 452)	86.1	138.4	60.74
26. Rubber, Para Island (p. 453)	92.7	151.5	62.43
27. Copper, sheet, hot-rolled, base sizes (p. 443)	85.9	143.2	66.70
28. Women's dress goods, cashmere, cotton, warp Atlantic (p. 440)	83.8	141.8	69.21
29. Copper wire, bare (p. 443)	84.6	144.0	70.21
30. Worsted yarns, 2-40s Australian fine (p. 441)	72.9	127.0	74.21
31. Window glass, American, single firsts, 6 x 8 to 10 x 15" (p. 449)	74.3	135.7	82.64
32. Pine doors (p. 447)	83.5	153.5	83.83
33. Wool, Ohio, fine fleece (X and XX grade) scoured	68.2	129.9	90.47

DEFENDANTS' EXHIBIT 298.

WATER WHITE OIL PRICES.

[Prices in cents per gallon.]

Red ink line shows how Water White prices would have moved if they had followed the average changes in prices of all commodities.
Black ink line shows actual Water White prices, less marketing cost and freight.



DEFENDANTS' EXHIBIT 299.

Commodities.

	Index numbers representing average prices of all commodities per Bureau of Labor Bulletin No. 75, page No. 292.	Percentages of advance or decline since 1895.
	93.6	
	90.4	Decline... 3.42%
	89.7	" 4.17
	93.4	" .21
	101.7	Advance.. 8.65
	110.5	" 18.06
	108.5	" 15.92
	112.9	" 20.62
	113.6	" 21.37
	113.0	" 20.73
	115.9	" 23.82
	122.5	" 30.88

Water white oil.

	Total net price of W. W. oil to dealers, exclusive of marketing cost and freight was 6.44c. per gallon for the year 1895 per revised exhibit No. 628. If W. W. oil prices had followed the advances and declines in prices of all commodities since 1895 they would show as follows:	Actual W. W. prices were, as shown in exhibit 628 per gallon.	W. W. prices have advanced more or less than prices of commodities.
	6.44c..	6.44c	.....
	Less 3.42%, decline =6.22 ..	5.85	.37c
	" 4.17 " 6.17 ..	4.98	1.19
	" .21 " 6.43 ..	5.14	1.29
	Add 8.65 advance=7.00 ..	6.45	.55
	" 18.06 " 7.60 ..	6.82	.78
	" 15.92 " 7.47 ..	6.60	.87
	" 20.62 " 7.77 ..	7.19	.58
	" 21.37 " 7.82 ..	8.77	.95
	" 20.73 " 7.78 ..	8.36	.58
	" 23.82 " 7.97 ..	7.18	.79
	" 30.88 " 8.43 ..	6.88	1.55

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DEFENDANTS' EXHIBIT 801.

...ge relative prices of Lima crude oil and of refined oil compared with the relative prices of general commodities.

...es of refined oil are taken from Petitioner's Exhibit 628. Prices of general commodities are taken from bulletin of Bureau of Labor, March, 1908.]

Year.	Crude oil.		Refined oil.		General commodities.
	Actual market prices.	Relative prices.	Actual market prices.	Relative prices.	
.....	1.67c.	84.88	6.44c.	95.81	93.6
.....	1.50	76.24	5.85	87.03	90.4
.....	1.12	56.93	4.98	74.09	89.7
.....	1.43	72.68	5.14	76.47	93.4
.....	2.10	106.73	6.45	95.96	101.7
.....	2.29	116.39	6.82	101.46	110.5
.....	2.00	101.65	6.60	98.19	108.5
.....	2.05	104.19	7.19	106.97	112.9
.....	2.71	137.74	8.77	130.47	113.6
.....	2.57	130.62	8.36	124.37	113.0
.....	2.05	104.19	7.18	106.82	115.9
.....	2.12	107.75	6.88	102.36	122.5

...e average for Lima crude oil is 1.967=100; the average for refined oil is 6.72=100.

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DEFENDANTS' EXHIBIT 303.

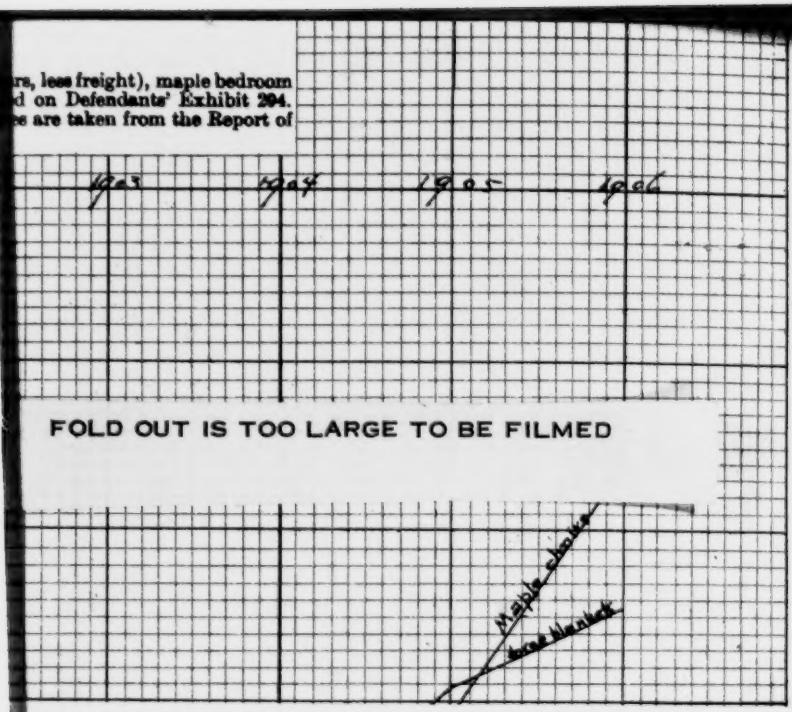
rage relative prices of Pennsylvania crude oil and of refined oil compared with the relative prices of general commodities.

es of refined oil are taken from Petitioner's Exhibit 628. Prices of general commodities are taken from bulletin of Bureau of Labor, March, 1908.]

Year.	Crude oil.		Refined oil.		General commodities.
	Actual market prices.	Relative prices.	Actual market prices.	Relative prices.	
5	3.24c.	105.02	6.44c.	95.81	93.6
6	2.83	91.73	5.85	87.03	90.4
7	1.88	60.94	4.98	74.09	89.7
8	2.17	70.34	5.14	76.47	93.4
9	3.07	99.51	6.45	95.96	101.7
0	3.21	104.51	6.82	101.46	110.5
1	2.88	93.35	6.60	98.19	108.5
2	2.95	95.62	7.19	106.97	112.9
3	3.79	122.85	8.77	130.47	113.6
4	3.88	125.77	8.36	124.37	113.0
5	3.31	107.29	7.18	106.82	115.9
6	3.81	123.50	6.88	102.36	122.5

The average for Pennsylvania crude oil is 3.08=100; the average for refined oil is 6.72=100.

...rs, less freight), maple bedroom
...d on Defendants' Exhibit 294.
...e are taken from the Report of



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DEFENDANTS' EXHIBIT 389–B.

Figures for defendants' Exhibit No. 389–A.

[Figures are taken from report of U. S. Bureau of Labor, No. 75, March, 1908, except W. W. oil.]

RELATIVE PRICES.

Year.	Relative prices 258 commodities (p. 292).	Water White refined oil, less freight.	Maple bedroom chairs (p. 451).	Horse blankets, 6 lbs. each (p. 435).	Sugar 96 cent (p. 433).	Suitings, indigo blue, all wool (p. 440).
1896	93.6	94.48	96.9	92.5	84.1	83.0
1896	90.4	86.67	96.9	90.8	93.7	89.9
1897	89.7	75.76	80.7	99.5	92.1	87.4
1898	93.4	78.24	82.7	99.5	109.5	103.2
1899	101.7	95.23	98.9	94.2	114.3	107.2
1900	110.5	101.05	129.1	118.7	118.2	118.4
1901	108.5	99.44	113.0	109.9	104.4	109.2
1902	112.9	107.01	118.4	109.9	91.5	109.2
1903	113.6	127.09	127.8	117.8	96.1	112.6
1904	113.0	122.88	129.1	122.2	102.7	114.1
1905	115.9	107.75	129.1	130.9	110.6	119.0
1906	122.5	104.40	143.9	135.3	95.3	126.2

DEFENDANTS' EXHIBIT 390-B.

Figures for defendants' Exhibit No. 390-A.

[Figures are taken from report of U. S. Bureau of Labor, No. 75, March, 1908.]

RELATIVE PRICES.

Year.	Meat (hams smoked) (p. 432).	Rubber, Para Island (p. 453).	Bags, 2 bushel, Amoskeag (p. 434).	Pine doors (p. 447).	Worsted yarns 2-40s Australian fine (p. 441).
1895	96.2	92.7	82.2	83.5	72.9
1896	95.8	99.9	91.6	76.6	71.2
1897	90.9	105.6	92.9	74.3	83.6
1898	82.0	115.8	95.6	84.6	101.2
1899	93.8	124.3	103.4	118.2	107.1
1900	104.2	122.6	112.6	145.5	118.3
1901	109.2	106.1	101.0	173.1	102.2
1902	123.1	90.8	102.4	194.1	110.3
1903	129.2	113.1	104.2	158.2	115.6
1904	108.9	135.8	128.4	154.6	116.6
1905	106.3	155.2	109.6	163.2	123.0
1906	125.5	151.5	129.1	153.5	127.0

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DEFENDANTS' EXHIBIT 391-B.

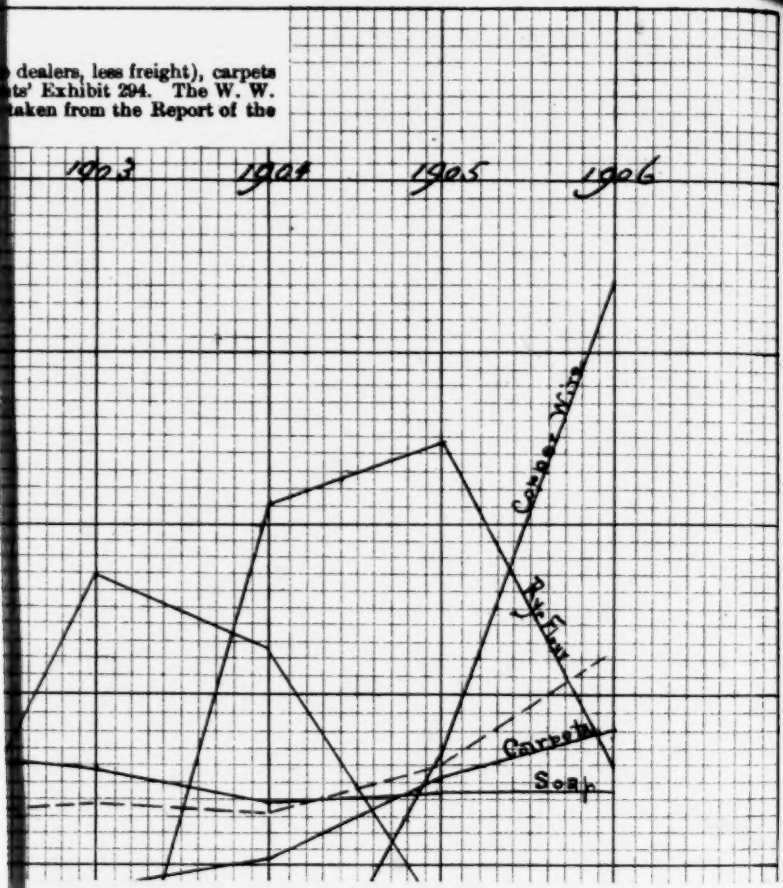
Figures for defendants' exhibit No. 391-A.

[Figures are taken from report of U. S. Bureau of Labor No. 75, March, 1908.]

RELATIVE PRICES.

Year.	Leather, sole (p. 437), (hemlock).	Buckwheat flour (p. 430).	Window glass, American, single firsts, 6 x 8 to 10 x 15 (p. 449).	Wool, Ohio, fine fleece (X & XX grade), scoured (p. 441).
1895	106.9	86.2	74.3	68.2
1896	97.0	71.1	83.8	71.3
1897	104.8	75.4	102.2	89.7
1898	109.8	79.8	122.9	111.3
1899	116.2	118.4	125.9	112.8
1900	128.4	108.3	125.5	119.3
1901	127.6	108.4	191.9	98.7
1902	122.1	115.1	149.6	104.4
1903	116.9	119.5	122.7	118.5
1904	116.5	120.1	134.2	124.2
1905	118.1	112.7	128.5	137.4
1906	130.9	115.0	135.7	129.9

dealers, less freight), carpets
ts' Exhibit 294. The W. W.
taken from the Report of the



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DEFENDANTS' EXHIBIT 392-B.

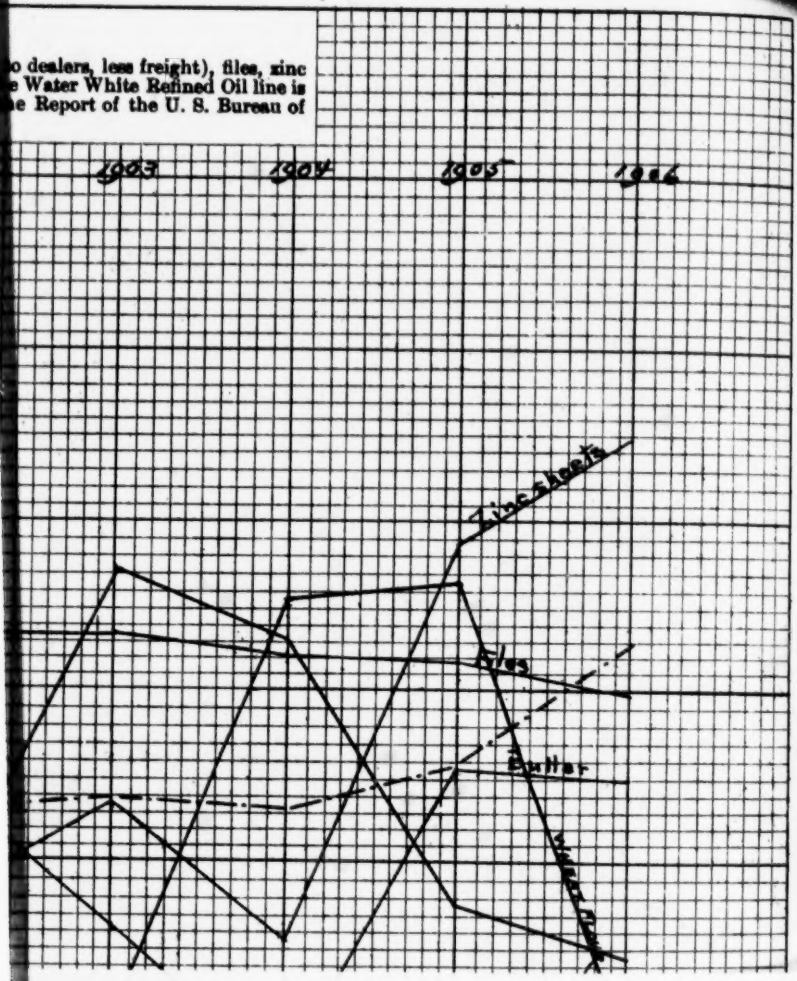
Figures for defendants' exhibit No. 392-A.

[Figures are taken from report of U. S. Bureau of Labor No. 75, March, 1908.]

RELATIVE PRICES.

Year.	Carpets, Brussels (p. 435).	Copper wire, bare (p. 443).	Soap, castile, mottled, pure (p. 453).	Rye flour (p. 430).
1895	93.5	84.6	89.1	94.5
1896	93.5	92.6	88.2	80.9
1897	95.9	93.9	93.3	84.6
1898	103.1	93.9	96.7	92.9
1899	103.1	124.7	98.1	99.4
1900	103.1	123.0	107.7	103.3
1901	103.1	124.0	115.1	100.1
1902	103.5	90.6	116.5	103.8
1903	108.7	102.3	115.6	94.9
1904	110.3	98.2	113.7	131.1
1905	115.1	116.3	114.2	134.7
1906	117.9	144.0	114.2	115.9

o dealers, less freight), files, zinc
e Water White Refined Oil line is
e Report of the U. S. Bureau of



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DEFENDANTS' EXHIBIT 393-B.

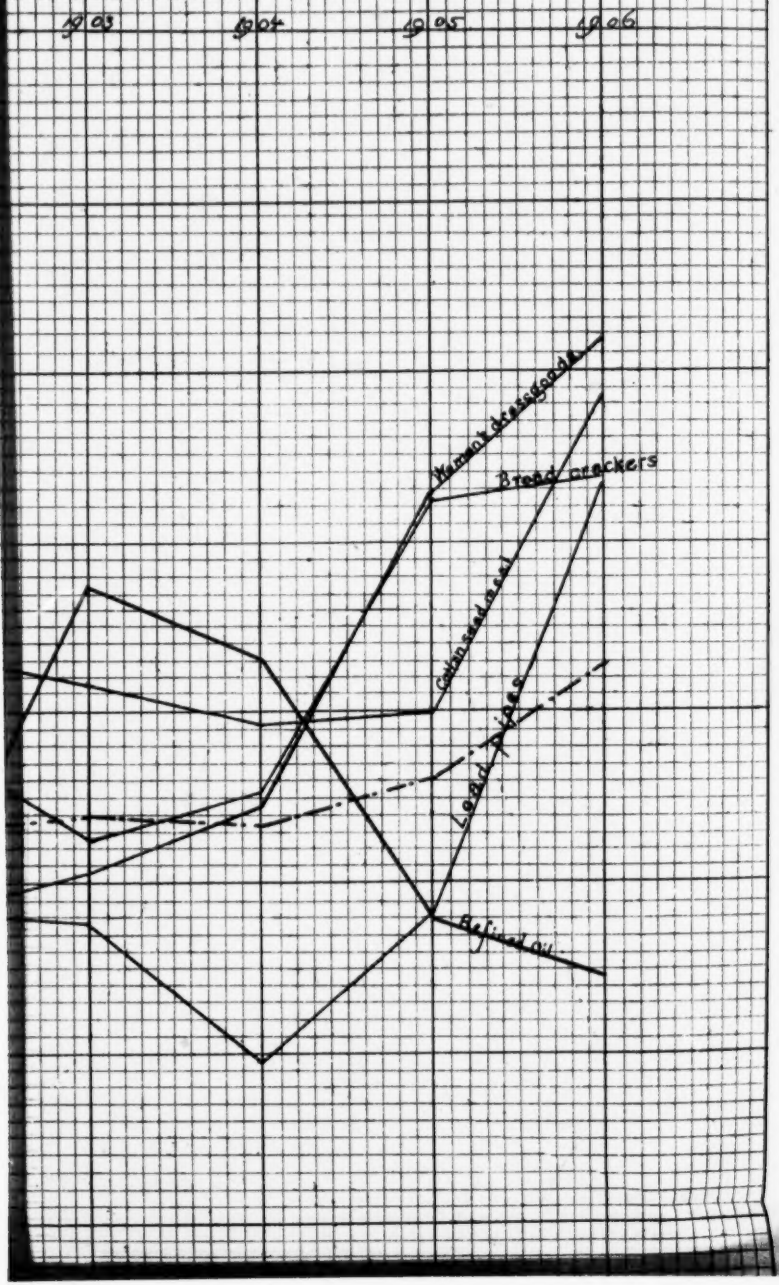
Figures for Defendants' Exhibit No. 393-A.

[Figures are taken from report of U. S. Bureau of Labor No. 75, March, 1908.]

RELATIVE PRICES

Year.	Files (p. 444).	Zinc sheets (p. 446).	Butter (p. 429).	Flour, wheat, spring patents (p. 430).
1895	95.4	85.1	93.0	84.8
1896	91.2	93.0	82.3	88.3
1897	94.4	93.0	83.2	106.8
1898	96.8	103.5	86.4	110.1
1899	109.7	131.9	97.1	87.8
1900	127.8	114.8	104.5	89.4
1901	123.1	104.7	99.2	88.7
1902	123.1	107.9	114.5	88.6
1903	123.1	113.3	106.2	100.8
1904	122.0	105.6	97.3	125.2
1905	121.6	128.5	115.6	126.2
1906	119.8	135.0	114.9	99.5

ealers, less freight), bread,
ed on Defendants' Exhibit
commodities are taken from



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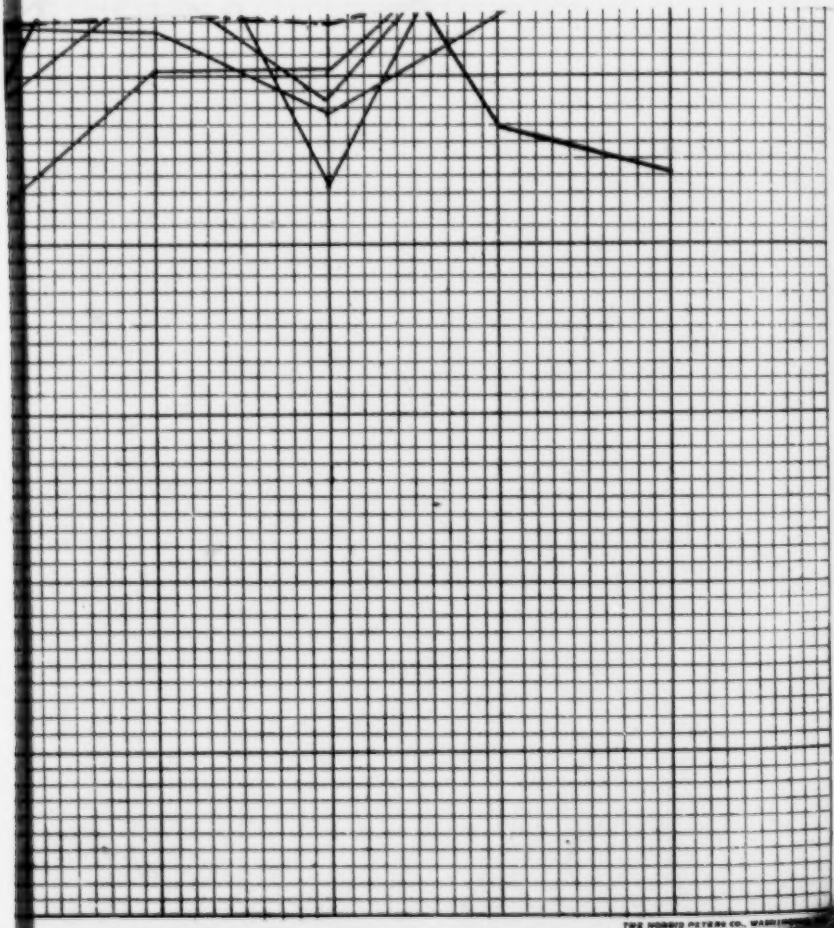
DEFENDANTS' EXHIBIT 394–B.

Figures for Defendants' Exhibit No. 394–A.

[Figures are taken from report of U. S. Bureau of Labor No. 75, March, 1908.]

RELATIVE PRICES.

Year.	P. 428. Bread, crackers, butter.	P. 452. Cotton-seed meal.	P. 444. Lead pipes.	P. 440. Women's dress goods.
	97.2	86.1	87.2	83.8
	96.6	90.8	85.1	83.6
	88.0	93.1	89.6	90.3
1898	108.9	86.5	95.5	94.3
1899	105.9	94.7	111.0	104.8
1900	111.4	116.3	106.3	106.0
1901	118.9	113.9	104.8	104.3
1902	118.9	123.5	108.3	106.0
1903	112.6	121.6	107.8	110.5
1904	115.2	119.3	99.5	114.5
1905	132.5	120.0	108.4	132.7
1906	133.7	138.4	133.3	141.8



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DEFENDANTS' EXHIBIT 395-B.

Figures for Defendants' Exhibit No. 395-A.

[Figures are taken from report of U. S. Bureau of Labor No. 75, March, 1908.]

RELATIVE PRICES.

Year.	Milk, fresh (p. 432).	Sheetings, bleached, 10-4 Pepperell (p. 438).	Cheese, New York, full cream (p. 429).	Blankets, 11-4, 5 lbs. to the pair, all wool (p. 434).	Copper sheets, hot rolled, base sizes (p. 443).
1895	99.2	94.7	94.1	89.3	85.9
1896	91.8	95.1	92.0	89.3	85.9
1897	92.2	92.3	98.1	89.3	88.2
1898	93.7	91.3	83.3	107.1	84.4
1899	99.2	107.3	108.9	95.2	131.1
1900	105.7	121.7	114.3	107.1	124.6
1901	102.7	112.4	102.4	101.2	125.9
1902	112.9	111.5	114.1	101.2	107.5
1903	112.9	120.8	123.3	110.1	115.6
1904	107.8	128.7	103.2	110.1	108.5
1905	113.3	120.3	122.8	119.0	120.1
1906	118.0	131.4	133.0	122.0	143.2

DEFENDANTS' EXHIBIT 305.

Shipments of Russian illuminating oil from Baku.

[From U. S. Geological Survey "Production of Petroleum," 1904, p. 229.]

Year.	Barrels of 42 gallons.	Year.	Barrels of 42 gallons.
1880	976,933	1887	3,378,7
1881	1,564,337	1888	6,111,7
1882	1,650,207	1889	7,469,4
1883	1,833,149	1890	8,227,3
1884	2,689,365	1891	9,046,4
1885	3,666,297	1892	9,608,8
1886	4,278,591	1893	10,501,2

Stocks of crude oil in the United States.

	Barrels of 42 gallons.
January 1—	
1892	37,446,9
1893	35,999,5
1894	30,608,3
1895	26,495,0

DEFENDANTS' EXHIBIT 306.

Acme Oil Company, New York.

[Organized October 29, 1875; Capital stock 3,000 shares, $100 each.]

October 29, 1875.		January 9, 1877.		January 18, 1877.		January 25, 1877.		April 18, 1879.		May 20, 1882.	
John D. Archbold	375	Jno. D. Archbold	375	Jno. D. Archbold	375	Jno. D. Archbold	375	Jno. D. Archbold	5	Jno. D. Archbold	5
A. P. Bennett	375										
Wm. Rockefeller	1,590	Wm. Rockefeller	1,965	Wm. Rockefeller	1,955	Wm. Rockefeller	1,950	Wm. Rockefeller	5	Wm. Rockefeller	5
Chas. Pratt & Co.	330	Chas. Pratt & Co.	330	Chas. Pratt & Co.	330	Chas. Pratt & Co.	330				
Warden, Frew & Co.	330	Warden, Frew & Co.	330	Warden, Frew & Co.	330	Warden, Frew & Co.	330				
				Frank Q. Barstow	5	Frank Q. Barstow	5	Frank Q. Barstow	5	Frank Q. Barstow	5
				Charles Pratt	5	Charles Pratt	5	Charles Pratt	5	Charles Pratt	5
						Wm. G. Warden	5	Wm. G. Warden	5	Wm. G. Warden	5
								Geo. H. Vilas, Myron R. Keith & Geo. F. Chester, trustees.	2,975	Trustees of S. O. trust.	2,975
Total	3,000		3,000		3,000		3,000		3,000		3,000

DEFENDANTS' EXHIBIT 307.

UNITED STATES OF AMERICA.

By SAMUEL J. TILDEN, Governor of the State of New York.

IT IS HEREBY CERTIFIED, That Diedrich Willers, jr., was, on the day of the date of the annexed certificate, secretary of state of the State of New York, and duly authorized to grant the same; that the same is in due form, and executed by the proper officer; that the seal affixed to said certificate is the seal of the secretary of state of the State of New York; that the signature thereto of the said the secretary of state is in his own proper handwriting, and is genuine; and that full faith and credit may and ought to be given to his official acts.

[SEAL.] (Great seal of the State of New York.)

IN TESTIMONY WHEREOF, the great seal of the State is hereunto affixed.

Witness my hand at the city of Albany, the eighth day of October, in the year of our Lord one thousand eight hundred and seventy-five.

SAMUEL J. TILDEN.

Passed the secretary's office the 8th day of October, 1875.

DIEDRICH WILLERS, Jr.
Secretary of State.

STATE OF NEW YORK, }
City and county of New York, } *ss:*

We, the undersigned, Charles Pratt, of the City of Brooklyn, in the county of Kings and State of New York, John D. Archbold and William Rockefeller, of the city, county, and State of New York, Archibald P. Bennett, of the city of Titusville, in the county of Crawford and State of Pennsylvania, and William G. Warden, of the city and county of Philadelphia, in the said State of Pennsylvania, do hereby certify that in pursuance of the act of the legislature of the State of New York passed February 17, 1848, entitled "An act to authorize the formation of corporations for manufacturing, mining, mechanical or chemical purposes," and of the several acts of the said legislature extending and amending the said act, we do hereby associate ourselves together and form a corporation as follows, to wit:

The corporate name of the said company is to be "ACME OIL COMPANY."

The objects for which the said company is formed are the carrying on the business of manufacturing and refining petroleum and its products, some part of which business is to be carried on out of the State of New York, namely, at Titusville, in the county of Crawford and State of Pennsylvania.

The amount of the capital stock of the said company is to be three hundred thousand dollars, which capital stock is to be divided into three thousand shares of one hundred dollars each.

The term of the existence of the said company is to be fifty years.

The number of trustees who shall manage the concerns of the said company shall be five; and the names of the said trustees for the first year are the above-named Charles Pratt, John D. Archbold,

Archibald P. Bennett, William Rockefeller, and William G. Warden. And the name of the town and county in which the principal part of the business of the said company within the State of New York is to be transacted are the city and county of New York.

Witness our hands and seals this twenty-eighth day of September, A. D. 1875.

CHAS. PRATT.	[SEAL.]
WM. ROCKEFELLER.	[SEAL.]
JOHN D. ARCHBOLD.	[SEAL.]
WILLIAM G. WARDEN.	[SEAL.]
A. P. BENNETT.	[SEAL.]

STATE OF NEW YORK,
City and county of New York, } ss:

On the twenty-eighth day of September, in the year one thousand eight hundred and seventy-five, before me personally came Charles Pratt, John D. Archbold, Archibald P. Bennett, William Rockefeller, and William G. Warden, to me known to be the individuals described in and who executed the foregoing instrument and severally acknowledged that they executed the same.

JAMES KNOX,
Notary Public, N. Y. Co.

STATE OF NEW YORK,
City and county of New York, } ss:

I, William Walsh, clerk of the city and county of New York and also clerk of the supreme court for the said city and county, the same being a court of record, do hereby certify that James Knox, whose name is subscribed to the certificate of the proof or acknowledgment of the annexed instrument and thereon written, was at the time of taking such proof or acknowledgment a notary public, in and for the city and county of New York, dwelling in the said city, commissioned and sworn and duly authorized to take the same. And further that I am well acquainted with the handwriting of such notary and verily believe that the signature to the said certificate of proof or acknowledgment is genuine. I further certify that said instrument is executed and acknowledged according to the law of the State of New York.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed the seal of the said court and county the 1st day of October, 1875.

Seal of county of New York.

WM. WALSH, *Clerk.*

STATE OF NEW YORK,
City and county of New York, } ss:

I, William Walsh, clerk of the said city and county and clerk of the supreme court of said State for said county, do certify that I have compared the preceding with the original certificate of incorporation on file in my office, and that the same is a correct transcript therefrom and of the whole of such original: Endorsed: Filed 1st Oct., 1875.

IN WITNESS WHEREOF I have hereunto subscribed my name and affixed my official seal this 1st day of Oct., 1875.

Seal of said court and county.

WM. WALSH, *Clerk.*

Attached to the foregoing is the following:

STATE OF NEW YORK,
Office of the Secretary of State, } *ss:*

I have compared the preceding with the certified copy of certificate of incorporation of the "ACME OIL COMPANY," with acknowledgment thereto annexed, filed in this office on the eighth day of October, 1875, and do HEREBY CERTIFY the same to be a correct transcript therefrom and of the whole thereof.

WITNESS my hand and the seal of office of the secretary of state at the city of Albany, this eighth day of October, 1875.

[SEAL.]

State of New York,
secretary's office.

DIEDRICH WILLERS, Jr.,
Secretary of State.

Cover indorsed as follows:

Exemplified copy
of the
certificate of
incorporation of
ACME OIL COMPANY.

DEFENDANTS' EXHIBIT 308.

To His Excellency Henry M. Hoyt, Governor of Pennsylvania.

SIR: In compliance with the requirements of an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to provide for the incorporation and regulation of certain corporations," approved the 29th day of April, A. D. 1874, and the supplements thereto, the undersigned, all of whom are citizens of Pennsylvania, having associated themselves together for the purposes and in the manner mentioned in the said act of assembly, and desiring that they may be incorporated, and that letters patent may issue to them and their successors, according to law, do hereby certify:

1st. The name of the proposed corporation is ACME OIL COMPANY.

2d. Said corporation is formed for the purpose of refining, manufacturing, buying, and selling oils, lubricators, petroleum, and all the products of petroleum; the manufacturing from wood or metal, or both, and buying and selling staves, barrels, cans, tanks, utensils, appliances, machinery, and materials, applicable to the manufacture, production, sale, preparation, packing, conveyance, or use of oils, lubricators, petroleum, or petroleum products, and the mining, producing, excavating for, preparing for market or use, and disposing of petroleum, coal, and other minerals, and in pursuance of these purposes to have and enjoy all the rights, benefits, and privileges conferred by the said act of assembly.

3d. The business of said corporation is to be transacted in Crawford and Venango counties, Pennsylvania, and in such other places as may hereafter be deemed necessary or convenient for the purposes of said corporation, the principal works and office of the said corporation being located at Titusville, Crawford County, Pennsylvania.

4th. Said corporation is to exist for the term of fifty years.

5th. The names and residences of the subscribers and the number of shares subscribed by each, are as follows:

Name.	Residence.	No. of shares.
John D. Archbold	Titusville, Crawford County, Pa	1,000
Frank Q. Barstow	do	400
William G. Warden	Philadelphia	1,000
Henry L. Davis	do	400
Duncan McIntosh	Oil City, Pa	200

Nine-tenths of the shares subscribed for as above are in each instance to be issued for real and personal estate, taken by the said corporation for the purposes of its organization and business; and one-tenth thereof only for cash paid into the company.

6th. The number of directors of said corporation is fixed at five and the names and residences of the directors who are chosen directors for the first year, are as follows:

Name.	Residence.
John D. Archbold	Titusville, Crawford Co., Pa.
Frank Q. Barstow	Do.
William G. Warden	Philadelphia, Pa.
Henry L. Davis	Do.
Duncan McIntosh	Oil City, Pa.

7th. The amount of the capital stock of said corporation is $300,000 divided into 3,000 shares of the par value of $100 each, and $30,000, being ten per centum of the capital stock, has been paid in cash to the treasurer of said corporation, whose name and residence are, Frank Loomas, Titusville, Crawford County, Pennsylvania.

8th. The directors of the said corporation shall at all times have the power without procuring the consent or agreement of stockholders thereto, to sell, lease, release, and convey or cause to be sold, leased, released, and conveyed, real estate or other property of such corporation.

JNO. D. ARCHBOLD. [SEAL.] | FRANK Q. BARSTOW. [SEAL.]
WILLIAM G. WARDEN. [SEAL.] | DUNCAN MCINTOSH. [SEAL.]
HENRY L. DAVIS. [SEAL.]

STATE OF PENNSYLVANIA, } ss:
County of Crawford, }

Before me, the recorder of deeds, in and for the county aforesaid, personally came the above-named Henry L. Davis, Frank Q. Barstow, and Duncan McIntosh, who, in due form, acknowledged the foregoing instrument to be their act and deed for the purposes therein specified.

Witness my hand and seal of office the seventeenth day of September, A. D. 1879.

[SEAL.] ROBT. ANDREWS, *Recorder.*

STATE OF PENNSYLVANIA, } ss:
County of Crawford, }

Personally appeared before me this seventeenth day of December, A. D. 1879, Henry L. Davis, Frank Q. Barstow, and Duncan McIntosh, who, being duly sworn according to law, depose and say that the statements contained in the foregoing instruments are true.

HENRY L. DAVIS.
FRANK Q. BARSTOW.
DUNCAN MCINTOSH.

Sworn and subscribed before me this 17" day of Dec., A. D. 1879.

[SEAL.] ROBT. ANDREWS, *Recorder.*

On the back of the preceding sheet appears the following:

EXECUTIVE CHAMBER,
Harrisburg, Dec. 26, 1879.

Hon. M. S. QUAY (Secretary of the Commonwealth):

Having examined the within application and found it to be in proper form, and within the purposes of the class of corporations specified in section two of the act entitled "An act to provide for the incorporation and regulation of certain corporations," approved April 29, A. D. 1874, I hereby approve the same and direct that letters patent issue according to law.

HENRY M. HOYT, *Governor.*

SECRETARY'S OFFICE.

Enrolled charter book No. 11, page 188.

Witness my hand and seal of office, at Harrisburg, this 26 day of December, A. D. 1879.

[SEAL.] M. S. QUAY,
Secretary of the Commonwealth.

PENNSYLVANIA, *ss:*

Henry M. Hoyt, in the name and by the authority of the Commonwealth of Pennsylvania. Henry M. Hoyt, governor of the said commonwealth. To all to whom these presents shall come, sends greeting:
[SEAL.]

Whereas, in and by an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to provide for the incorporation and regulation of certain corporations," approved the twenty-ninth day of April, anno Domini one thousand eight hundred and seventy-four, and the supplements thereto, the governor of this commonwealth is authorized and required to issue LETTERS PATENT to all corporations formed under the provisions of said acts, embraced within the second class named therein.

And whereas, the stipulations, conditions and things directed to be performed in said recited act of the general assembly and supplements, have been fully complied with by Acme Oil Company, formed under the provisions of said recited acts. The business of said corporation is to be transacted at Titusville, County of Crawford, State of Pennsylvania.

NOW KNOW YE, that in pursuance of the power and authority to me given by law, I, Henry M. Hoyt, governor of the said commonwealth, DO BY THESE PRESENTS, which I have caused to be made PATENT and sealed with the great seal of the State, create and erect the subscribers to the stock of the said corporation, for the number of shares by them subscribed, to wit:

John D. Archbold	1,000
Frank Q. Barstow	400
William G. Warden	1,000
Henry L. Davis	400
Duncan McIntosh	200

And also those who may thereafter become subscribers or holders of the stock of said corporation, into one body politic and corporate, in deed and in law, by the name, style, and title of ACME OIL COMPANY, and by the said name, the said subscribers shall have succession for the term of fifty years, and all the privileges and franchises incident to a corporation. And the said subscribers, and those who shall afterwards subscribe to the stock of the said corporation, their successors and assigns, are generally to be invested with all the rights, powers and privileges, with full force and effect, and subject to all the duties, requisites and restrictions specified and enjoined in and by the said act of the general assembly, and all other laws of this commonwealth.

Given under my hand and the great seal of the State, at Harrisburg, this twenty-sixth day of December, in the year of our Lord, one thousand eight hundred and seventy-nine, and of the commonwealth the one hundred and fourth.

By the governor:

M. S. QUAY,
Secretary of the Commonwealth.

OFFICE OF THE
SECRETARY OF THE COMMONWEALTH OF PENNSYLVANIA,
Harrisburg, December 10, 1908.

PENNSYLVANIA, *ss:*

I DO HEREBY CERTIFY, That the foregoing and annexed is a full, true, and correct copy of certificate of incorporation of and letters patent issued to the ACME OIL COMPANY, as the same appear of record in this office.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the seal of the secretary's office to be affixed, the day and year above written.

[SEAL.]

(Secretary of the Commonwealth, Pennsylvania.)

LEWIS E. BEITLER,
Deputy Secretary of the Commonwealth.

OFFICE OF THE
SECRETARY OF THE COMMONWEALTH OF PENNSYLVANIA,
Harrisburg, December 10, 1908.

PENNSYLVANIA, *ss:*

I, ROBERT MCAFEE, secretary of the Commonwealth of Pennsylvania, having the custody of the great seal of Pennsylvania, DO HEREBY CERTIFY, That the attestation or certificate hereunto attached is in due form and made by the proper officer, and that LEWIS E. BEITLER, whose name is subscribed thereto, was at the time of subscribing the same, deputy secretary of the Commonwealth of Pennsylvania, duly appointed and commissioned, and full faith and credit are due and ought to be given to his official acts accordingly; that the records and proofs hereinbefore certified and exemplified are in the custody of, and are kept pursuant to the laws of this Commonwealth, by said officer, who authenticates the same.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the great seal of the State to be affixed, the day and year above written.

[SEAL.]

(Seal of the State of Pennsylvania.)

ROBERT MCAFEE,
Secretary of the Commonwealth.

DEFENDANTS' EXHIBIT 309.

STATE OF WEST VIRGINIA.

CERTIFICATE OF INCORPORATION.

I, Charles Hedrick, secretary of the State of West Virginia, hereby certify that an agreement, duly acknowledged and accompanied by the proper affidavits, has been this day delivered to me, which agreement is in the words and figures following: The undersigned agree to become a corporation by the name of the "CAMDEN CONSOLIDATED OIL COMPANY," for the purpose of mining for and producing petroleum oils; refining, buying, and selling petroleum oils and the products thereof; owning and operating refineries, transporting oil in tank cars and barges, manufacturing barrels, buying staves and heading, and doing a general merchandise business.

Which corporation shall keep its principal office and place of business at the city of Parkersburg, county of Wood and State of West Virginia, and to expire on the fifteenth day of May, A. D. 1895. For the purpose of forming the said corporation we have subscribed the sum of two hundred thousand dollars to the capital thereof and have paid in on said subscription the sum of twenty thousand dollars, and desire the privilege of increasing the said capital by sales of additional shares from time to time to three hundred thousand dollars in all.

The capital so subscribed is divided into shares of fifty dollars each, which are held by the undersigned, respectively, as follows; that is to say:

Johnson N. Camden, Parkersburg, W. Va., thirteen hundred and thirty-four shares	1,334
William P. Thompson, Parkersburg, W. Va., thirteen hundred and thirty-two shares	1,332
William N. Chancellor, Parkersburg, W. Va., thirteen hundred and thirty-two shares	1,332
Lucius A. Cole, Parkersburg, W. Va., one share	1
Bernard G. Wilson, Parkersburg, W. Va., one share	1

And the capital to be hereafter sold is to be divided into shares of the like amount.

Given under our hands this twenty-first day of May, A. D. 1875.

J. N. CAMDEN.
W. P. THOMPSON.
W. N. CHANCELLOR.
LUCIUS A. COLE.
B. G. WILSON.

WHEREFORE, The corporators named in the said agreement and who have signed the same, and their successors and assigns, are hereby declared to be from this date until the fifteenth day of May, A. D. eighteen hundred and ninety-five, a corporation by the name and for the purposes set forth in said agreement.

GIVEN under my hand and the great seal of the said State, at the City of Charleston, this twenty-ninth day of May, eighteen hundred and seventy-five.

[Seal]

STATE OF WEST VIRGINIA
Montani Semper Liberi.

C. HEDRICK,
Secretary of State.

[Certificate under section 906, Revised Statutes of the United States.]

UNITED STATES OF AMERICA,
STATE OF WEST VIRGINIA,
OFFICE OF SECRETARY OF STATE.

I, C. W. SWISHER, secretary of state of the State of West Virginia, being the officer who, under the constitution and laws of said State, is authorized to issue certificates of incorporation of all companies incorporated under the laws thereof, and being the officer authorized to issue certificates certifying changes in and amendments to such certificates of incorporation, and being the officer who is the keeper of all the records and papers relating to the creation of such incorporated companies and of changes in and amendments to said certificates of incorporation, including the powers of attorney of such incorporated companies, appointing a resident agent or attorney in said State, and of the reports of such incorporated companies, and being the officer authorized to authenticate exemplifications of the same, do hereby certify that the foregoing and annexed instrument is an exemplified copy, carefully compared by me with the original record now in my official custody as said secretary of state, and found to be a true and correct copy of the certificate of incorporation of CAMDEN CONSOLIDATED OIL COMPANY, dated the 29th day of May, 1875, and recorded in the records of corporations of my said office; and that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

IN TESTIMONY WHEREOF, I have hereunto attached my official signature and the great seal of the State of West Virginia, at the capitol in the city of Charleston, this 8th day of December, 1908.

[SEAL.]
(State of West Virginia Montani Semper Liberi.)

C. W. SWISHER,
Secretary of State.

STATE OF WEST VIRGINIA,
EXECUTIVE CHAMBER.

I, WM. M. O. DAWSON, governor of the said State of West Virginia, do hereby certify that C. W. Swisher, secretary of said State, whose name is signed to the foregoing writing, bearing date on the 8th day of December, 1908, was, at the time of the execution of said writing, and still is, the secretary of state of the State of West Virginia, and by virtue thereof, under the laws of said State, is the proper custodian, keeper and user of the great seal of the said State, and that all his acts in connection with the foregoing writing are entitled in full faith and credit by all the courts and authorities of the land wheresoever the same may be necessary. I further certify that I am acquainted with the handwriting of the said secretary of state, and that his signature to the foregoing writing is genuine, and that the said attestation is in due form and by the proper officer.

IN WITNESS WHEREOF I have hereunto set my hand and caused the great seal of the said State to be hereunto affixed, this the eighth day of December, in the year of our Lord one thousand nine hundred and eight, and of the State the forty-sixth.

[SEAL.] (State of West Virginia Montani Semper Liberi.)

WM. M. O. DAWSON, *Governor*.

On the cover of this document appears the following:

THE STATE OF WEST VIRGINIA
Certified copy of
CERTIFICATE OF INCORPORATION
of
CAMDEN CONSOLIDATED OIL COMPANY.
Original dated May 20, 1875.

STATE OF WEST VIRGINIA.

CERTIFICATE OF INCORPORATION.

I, CHARLES HEDRICK, secretary of the State of West Virginia, hereby certify that an agreement, duly acknowledged and accompanied by the proper affidavits, has been this day delivered to me, which agreement is in the words and figures following:

The undersigned agree to become a corporation by the name of the "CAMDEN CONSOLIDATED OIL COMPANY," for the purpose of mining for and producing petroleum oils, refining, buying and selling petroleum oils and the products thereof, owning and operating refineries, transporting oil in tank cars and barges, manufacturing barrels, buying staves and heading, and doing a general merchandise business.

Which corporation shall keep its principal office and place of business at the city of Parkersburg, county of Wood, and State of West Virginia, and is to expire on the fifteenth day of May, A. D. 1895.

For the purpose of forming the said corporation we have subscribed the sum of two hundred thousand dollars to the capital thereof, and have paid in on said subscription the sum of twenty thousand dollars, and desire the privilege of increasing the said capital by sales of additional shares from time to time to three hundred thousand dollars in all. The capital so subscribed is divided into shares of fifty dollars each, which are held by the undersigned, respectively, as follows, that is to say—

Johnson N. Camden, Parkersburg, W. Va., thirteen hundred and thirty-four shares (1334).

William P. Thompson, Parkersburg, W. Va., thirteen hundred and thirty-two shares (1332).

William N. Chancellor, Parkersburg, W. Va., thirteen hundred and thirty-two shares (1332).

Lucius A. Cole, Parkersburg, W. Va., one (1) share.

Bernard G. Wilson, Parkersburg, W. Va., one (1) share.

And the capital to be hereafter sold is to be divided into shares of the like amount.

Given under our hands this 21st day of May, A. D. 1875.

J. N. CAMDEN.
W. P. THOMPSON.
W. N. CHANCELLOR.
LUCIUS A. COLE.
B. G. WILSON.

WHEREFORE, the corporators named in the said agreement and who have signed the same, and their successors and assigns, are hereby declared to be from this date until the fifteenth day of May, eighteen hundred and ninety-five, a corporation by the name and for the purposes set forth in said agreement.

GIVEN under my hand and the great seal of the said State, at the city of Wheeling, this twenty-ninth day of May, eighteen hundred and seventy-five.

[SEAL]

State of West Virginia.
Montani Semper Liberi.

C. HEDRICK,
Secretary of State.

[Certificate under section 906 Revised Statutes of the United States.]

UNITED STATES OF AMERICA,
STATE OF WEST VIRGINIA,
OFFICE OF SECRETARY OF STATE.

I, C. W. SWISHER, secretary of state of the State of West Virginia, being the officer who, under the constitution and laws of said State, is authorized to issue certificates of incorporation of all companies incorporated under the laws thereof, and being the officer authorized to issue certificates certifying changes in and amendments to such certificates of incorporation, and being the officer who is the keeper of all the records and papers relating to the creation of such incorporated companies and of changes in and amendments to said certificates of incorporation, including the powers of attorney of such incorporated companies, appointing a resident agent or attorney in said State, and of the reports of such incorporated companies, and being the officer authorized to authenticate exemplifications of the same, do hereby certify that the foregoing and annexed instrument is an exemplified copy, carefully compared by me with the original record now in my official custody as said secretary of state, and found to be a true and correct copy of the certificate of incorporation of CAMDEN CONSOLIDATED OIL COMPANY, dated the 29th day of May, 1875, and recorded in the records of corporations of my said office; and that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

IN TESTIMONY WHEREOF I have hereunto attached my official signature and the great seal of the State of West Virginia, at the capitol in the city of Charleston, this 5th day of December, 1908.

C. W. SWISHER,
Secretary of State.

On the cover of this document appears the following:

THE STATE OF WEST VIRGINIA.
Certified copy of
CERTIFICATE OF INCORPORATION
of
CAMDEN CONSOLIDATED OIL COMPANY.
Original dated
May 29, 1875.

DEFENDANTS' EXHIBIT 310.

THIS IS TO CERTIFY, that the subscribers have associated themselves, by virtue of an act of the legislature of the State of New Jersey, entitled "An act concerning corporations", approved April 7th, 1875, and the supplements thereto, into a company to carry on a manufacturing business.

I. That the name assumed to designate such company and to be used in its business and dealings is "ELIZABETHPORT ACID WORKS."

II. That the city of Elizabeth, in the county of Union in said State, is the place where the business of the company is to be conducted and that the object for which the company is formed is the manufacture and restoring of acids.

III. That the total amount of the capital stock of such company is the sum of twenty-eight thousand dollars ($28,000), divided into two hundred and eighty (280) shares of the par value of one hundred dollars each; and that we shall commence business with the sum of twenty-eight thousand dollars.

IV. That the subscribers hereto, who are the stockholders, reside, and hold shares in said company as follows, viz:

George Kimmel, residing at	Elizabeth, New Jersey,	Thirty-five (35) shares.
Ferdinand H. Eggers,	of Elizabeth, New Jersey,	Thirty-five (35) shares.
Ambrose M. McGregor,	of Cleveland, Ohio,	Seventy (70) shares.
James H. Alexander,	of Elizabeth, New Jersey,	Seventy (70) shares.
Joel F. Freeman,	of East Orange, New Jersey,	Seventy (70) shares.

V. That the said company will commence on the tenth day of September, A. D. 1879, and terminate on the ninth day of September, A. D. 1929.

Witness our hands and seals this ninth day of September, in the year of Lord one thousand eight hundred and seventy-nine (1879).

G. KIMMEL. [L. S.]
A. M. MCGREGOR. [L. S.]
J. H. ALEXANDER. [L. S.]
FERDINAND H EGGERS. [L S.]
J. F. FREEMAN. [L. S.]

STATE OF NEW JERSEY, *County of Hudson*, } *ss:*

BE IT REMEMBERED, that on this tenth day of September, A. D. 1879, before me, personally appeared Ambrose M. McGregor and Joel F. Freeman, who I am satisfied are two of the corporators named in and who have subscribed the foregoing certificate, and I having first made known to them the contents thereof, they did acknowledge that they signed, sealed, and delivered the same as their voluntary act and deed for the uses and purposes therein expressed.

LINSLY ROWE,
M. C. C.

STATE OF NEW JERSEY, *County of Union*, } *ss:*

BE IT REMEMBERED that on this tenth day of September, A. D. 1879, before me, personally appeared George Kimmel, Ferdinand H. Eggers, and James H. Alexander, who I am satisfied are three of the corporators named in and who have subscribed the foregoing certificate, and, I having first made known to them the contents thereof,

they did acknowledge that they signed, sealed, and delivered the same as their voluntary act and deed for the uses and purposes therein expressed.

LOUIS H. NOE,
Master in Chancery of N. J.

Endorsed: "Received in the clerk's office of the county of Union on the 11th day of September, A. D. 1879, and recorded in book one of incorporations for said county, on page 311, &c.

JAS. S. NOSSELLER,
Clerk."

"Filed September 12, 1879, and recorded in book of incorporations, page &c.

HENRY C. KELSEY,
Secy. of State."

On the back of this page appears the following stamp:

State of New Jersey
Department of State
Comparing and Certifying Division
Copy correct
Compared by Johnson
Original Read by Shepherd
Hendricks
In charge of Division.

STATE OF NEW JERSEY,
DEPARTMENT OF STATE.

I, S. D. DICKINSON, secretary of state of the State of New Jersey, DO HEREBY CERTIFY that the foregoing is a true copy of the certificate of incorporation of "ELIZABETHPORT ACID WORKS," and the endorsements thereon, as the same is taken from and compared with the original filed in my office on the twelfth day of September, A. D. 1879, and now remaining on file and of record therein.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at Trenton, this seventh day of December, A. D. 1908.

[Seal of the State of New Jersey.]

S. D. DICKINSON,
Secretary of State.

On the back of this certificate appears the following:

CERTIFIED COPY
of
CERTIFICATE
of

STATE OF NEW JERSEY.

I, JOHN FRANKLIN FORT, governor of the State of New Jersey, do hereby certify that S. D. DICKINSON, esquire, who hath signed the annexed certificate, and whose official seal is thereto annexed, was, at the doing thereof, and now is, secretary of state of the State of New Jersey, duly appointed, commissioned and sworn, and that full faith

and credit are to be given to his official attestations; that the said signature is in the proper handwriting of the said S. D. Dickinson, and the seal his seal of office, and that the said certificate is in due form of law and by the proper officer.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the great seal of the State of New Jersey to be hereunto affixed, at the city of Trenton, in said State this seventh day of December, in the year of our Lord one thousand nine hundred and eight, and of the independence of the United States the one hundred and thirty-third.

[The great seal of the State of New Jersey MDCCLXXVI]

JOHN FRANKLIN FORT.

By the governor:
S. D. DICKINSON,
Secretary of State.

On the cover of this document appears the following:

EXEMPLIFIED COPY OF
Certificate of Incorporation
of
"ELIZABETHPORT ACID WORKS."

32555—VOL 19—09——19

DEFENDANTS' EXHIBIT 311.

The Atlantic Refining Company.

[Organized April 29th, 1870. Capital stock 4,000 shares, $100 each.]

May 1st, 1875.		May 12th, 1875.	May 2nd, 1879.	November 20th, 1879.	May 12th, 1880.	June 2, 1882.
H. M. Flagler in trust	250					
Daniel Wall	50					
Peter Wright's Sons	300					
H. H. Houston	250					
Edw. N. Wright	100					
Thornton Pike	300					
Lockhart, Frew & Co	500					
Warden, Frew & Co	1,895					
Fidelity Ins. Trust & Safe Deposit Co	100					
W. H. Barnes	250					
H. M. Flagler in trust		3995				
Geo. H. Vilas, M. R. Keith, and Geo. F. Chester, trustees			3,995	3,995	3,994	
George H. Perkins				1	1	1
Henry L. Davis					1	1
Trustees S. O. Trust						1,996
Total	3,995	3,995	3,995	3,996	3,996	1,996

DEFENDANTS' EXHIBIT 312.

Be it known, that we, Jacob J. Vandergrift and Duncan McIntosh, of Oil City, Venango County, Pennsylvania; John D. Archbold and Frank Q. Barstow of Titusville, Crawford County, Pennsylvania; and Ambrose M. McGregor, of Cleveland, Cuyahoga County, Ohio, hereby form a partnership association under and in pursuance of the act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act authorizing the formation of partnership associations in which the capital subscribed shall alone be responsible for the debts of the association except under certain circumstances," approved the second day of June, A. D. 1874, and of the acts supplementary thereto; and to that end we make this statement in writing.

The full names of the persons comprising this association and the amount of the capital thereof subscribed for by each of them are as follows, namely:

Jacob J. Vandergrift and Duncan McIntosh, of Oil City, Venango County, Pennsylvania; John D. Archbold and Frank Q. Barstow, of Titusville, Crawford County, Pennsylvania; and Ambrose M. McGregor, of Cleveland, Cuyahoga County, Ohio; who have each subscribed and contributed to the capital of this association in real and personal estate, as hereinafter mentioned, the sum of sixty thousand dollars.

The total amount of capital of this association is three hundred thousand dollars and has all been contributed in real and personal estate as hereinafter mentioned.

The character of the business to be conducted by this association is the following, viz: The refining, manufacturing, and dealing in petroleum and the products of petroleum; and also the manufacturing and dealing in barrels and other materials, machinery, and appliances used in or appertaining to the petroleum business.

The location of the said business shall be in Cornplanter Township, Venango County, Pennsylvania, and in Oil City, in the said county, and in Sandy Lake Township, Mercer County, Pennsylvania. The principal office of this association shall be at Oil City, Venango County, Pennsylvania.

The name of this association shall be, "Imperial Refining Company, Limited," and its duration twenty years, unless sooner terminated according to law. The following are the names of the officers of this association selected for the first year of its existence and until their successors are duly installed:

Jacob J. Vandergrift,
John D. Archbold,
Ambrose M. McGregor,
Frank Q. Barstow, and
Duncan McIntosh,
} Managers,

of whom Jacob J. Vandergrift shall be chairman, and Duncan McIntosh shall be secretary and treasurer.

Schedule: Jacob J. Vandergrift, John D. Archbold, Ambrose M. McGregor, Frank Q. Barstow, and Duncan McIntosh, the five members of this association above named, have severally contributed as part of the capital of this association one undivided fifth part of,

and have jointly contributed as the whole capital of this association, and have procured to be conveyed to this association, the whole of the real and personal estate known and described as follows, to wit:

All that certain piece or parcel of land situate in the township of Cornplanter, county of Venango, and State of Pennsylvania, bounded and described as follows, to wit: Commencing on the bank of the Allegheny River at the southwest corner of lot number eleven on the map or plan of the Siverly Farm, thence north seventy-five degrees ten minutes east, eight hundred and thirty-six feet to a point, the northwest corner of lot number thirty-five; thence south fourteen degrees and fifty minutes east, one hundred and sixty-five feet to the northeast corner of lot number thirty-five, thence south seventy-five degrees and ten minutes west, one hundred two and six-tenths feet to a point in the east line of lot number thirty-five, thence south forty-five degrees and twenty-five minutes east, seven hundred and thirty-three and two-tenths feet to a post in the east line of said Siverly Farm, thence by the tract line south two degrees west, seven hundred and ninety feet to the bank of the Allegheny River, thence down and along the bank of said river by courses and distances as follows: South eighty-four degrees and fifty minutes east, seventy-nine feet, thence south seventy-one degrees twenty minutes east, three hundred and eighty feet; thence south sixty-two degrees five minutes east, one hundred and eighty-eight feet; thence south forty-eight degrees five minutes east, two hundred eighty-five feet, thence south thirty-six degrees twenty minutes east, four hundred and twenty-four feet, thence south seventeen degrees and five minutes east, four hundred and four feet; thence south thirteen degrees fifty minutes east, one hundred five and three-tenths feet to the place of beginning. Containing twenty-six acres, more or less, being part of the Siverly Farm, so-called, and bounded north by the residue of said farm, east by land known as "Alcorn Farm," and south by the Allegheny River; excepting, nevertheless, lot No. 2, or so much thereof as will contain half an acre, as heretofore conveyed by Philip H. Siverly and wife and Walter Siverly to Edward P. Northrup by deed February 16th, 1866, and recorded in Venango County in deed book No. 57, page 508. And subject to all legal rights of lessees under any leases of lots No's. one and twenty-three heretofore made, which rights are now claimed by T. J. McBirney, and also any legal rights under any lease of lot No. 3 heretofore made, now claimed by Wasson.

Also another piece or parcel of land situate in Cornplanter township, Venango County, and State of Pennsylvania, bounded and described as follows, to wit: Beginning at a post on the bank of the Allegheny River, thence by land formerly of J. J. Vandergrift, George V. Forman, and John Pitcairn, jr., north seventy five (75°) degrees east, thirty-four and four tenths (34 4/10) rods; thence by land now or formerly of P. H. & Walter Siverly north fifteen (15°) degrees west, twenty (20) rods; thence by land now or formerly of Vandergrift, Forman & Co. and Walter Siverly south seventy .... (75°) degrees west, thirty four (34) rods; thence up and along said river south ten (10°) degrees east, twenty (20) rods to the place of beginning.

Containing four (4) acres and forty two (42) perches, strict measure, and subject to right of way of Oil Creek and Allegheny River Railway Company, being part of the same tract of land the undivided

seven eighths (7/8) of which was conveyed to Walter Siverly by H. H. Herpst, esquire, high sheriff of Venango County, by deed dated 25th August, A. D. 1870, and recorded 22d day of November, A. D. 1870, in deed-book 81, at page 457; and the same tract of land of which the undivided one eighth (1/8) was conveyed to Walter Siverly by J. J. Vandergrift, George V. Forman, and John Pitcairn, jr., by deed dated 26th day of August, A. D. 1874, and recorded 7th day of September, A. D. 1874, in deed book 98, at page 284, and being the same four lots numbered on map of Siverly Farm, respectively No.'s 12, 13, 18, and 19, and conveyed by Walter Siverly to J. J. Vandergrift by deed dated 28th day of August, A. D. 1874, and recorded 7th day of September, A. D. 1874, in deed book 98, at page 283.

Also all that certain piece, parcel, or tract of land situate in the township, county, and State aforesaid bounded and described as follows, to wit: Beginning at a post; thence by land now or late of Henry M. Flagler north seventy five (75°) degrees east, sixteen (16) rods to a post; thence by lands now or formerly of Vandergrift, Forman & Co. north fifteen (15°) degrees west twenty (20) rods to a post; thence by lands now or formerly of P. H. and Walter Siverly south seventy-five (75°) degrees west, sixteen (16) rods to a post; thence by lands formerly of P. H. and Walter Siverly and Vandergrift, Forman and Co. south fifteen (15°) degrees east, ——— (20) rods to the place of beginning.

Containing two (2) acres, strict measure, and being lots numbered 36 and 37 on map of Siverly Farm and part of a larger tract conveyed to P. H. and Walter Siverly by Andrew Fleming, esq., by deed bearing date October 19th, A. D. 1857, and recorded in deed-book "P" Vol. 1, at pages 348 and 349, and by P. H. and Walter Siverly conveyed to J. J. Vandergrift by deed dated 28th day of August, A. D. 1874, and recorded on the 7th day of September, A. D. 1874, in deed book 98, at page 282.

Also all that certain piece or parcel of land situate in the city of Oil City, County of Venango and State of Pennsylvania, and described as follows: Beginning at the east corner of a lot owned by the Economy Refining Company, thence by said lot north sixty-two degrees and thirty-one minutes W. (N. 62° 31′ W.) thirteen and three-tenths (13 3/10) feet; thence north thirty-nine degrees and two minutes east (N. 39° 2′ E.) three hundred and sixty-six and eighty-five one-hundredths (366 85/100) feet; thence south forty-eight degrees and fifty-one minutes east (S. 48° 51′ E.) one hundred and nintey-four and sixty-four one-hundredths (194 64/100) feet to the line of lands owned or occupied by the Oil Creek and Allegheny River Railway; thence by said lands south forty-five degrees and three minutes west (S. 45° 3′ W.) two hundred and twenty-seven and fourteen one-hundredths (227 14/100) feet to the corner of a lot purchased by the "Oil City Barrel Works;" thence by said lot north forty-eight degrees and fifty-one minutes west (N. 48° 51′ W.) one hundred and fifty-two and seventy-three one-hundredths (152 73/100) feet; thence by the same south forty-one degrees and nine minutes west (S. 41° 9′ W.) one hundred and thirty-six and eighty-four one-hundredths (136 84/100) feet to the place of beginning. Containing one acre of land, being part of the same premises which the United Petroleum Farms Association, by deed dated December 8th, 1871, recorded at Franklin, in Venango County, in deed book No. 87, page 251, granted and conveyed unto J. P.

Brinton in fee and which the said J. P. Brinton shortly afterward conveyed a certain interest therein unto J. D. McJunkin, George S. Stewart, John R. Penn, and C. V. Culver to hold together with himself as tenants in common in fee, and the said tenants in common subsequently, by articles of association dated the 10th of June, 1872, and recorded at Franklin in charter book 4, page 159, vested the title to the said premises in the said "The Reno Real Estate Company" in fee, being also the same premises deeded to Henry M. Flagler by "The Reno Real Estate Company" by deed dated July 13, 1876.

Also all that certain piece or parcel of land situate in the city of Oil City, county of Venango, and State of Pennsylvania, and described as follows: Beginning at a point in the west line of land of the Oil Creek and Allegheny River Railway, thence by true meridian north forty-eight degrees and fifty-one minutes west (N. 48° 51′ W.) one hundred and thirty-one and 85/100 (131.85) feet to the west line of a lot owned by Hill and Thumm; thence by said line north forty-one degrees and nine minutes east (N. 41° 9′ E.) three hundred and six & 136/1,000 (306.136) feet to a corner; thence south forty-eight degrees fifty-one minutes east (S. 48° 51′ E.) one hundred and fifty-two 73/100 (152.73) feet to the lands of the above-mentioned railway; thence by the same south forty-five degrees and three minutes west (S. 45° 3′ W.) three hundred and six 87/100 (306.87) feet to the place of beginning.

Containing one (1) acre of land and being the same premises deeded to the said Henry M. Flagler by the "Oil City Barrel Works" by deed dated the thirteenth day of July, A. D. 1876.

Also all that certain lot or piece of ground situate on the "Graff, Hasson & Co. tract," so called, at the junction of Oil Creek and the Allegheny River in Venango County and State of Pennsylvania, and shown on the plan of said tract laid out by Stevenson Brothers, surveyors, and bounded and described as follows, viz: Beginning at low-water mark on the east bank of Oil Creek at the west line of lands owned by the Pittsburgh, Titusville and Buffalo Railway; thence by the curve to the right following the line of lands of said railway two hundred and fifty (250) feet, more or less, to the corner of other lands of the said H. M. Flagler; thence by said lands north forty-eight degrees and fifty-one minutes west (N. 48° 51′ W.) one hundred and ninety-four and sixty-four hundredths (194.64) feet to the north corner of said lot; thence north thirty-nine degrees and two minutes east (N. 39° 2′ E.) fifty (50) feet, more or less, to low-water mark in Oil Creek, thence up said creek to the place of beginning. Containing one-half acre of land, more or less, being the same premises conveyed to the said Henry M. Flagler by the United Petroleum Farms Association by deed dated October 15, 1877, and recorded in the said Venango County recorder's office in deed book 112, at page 409, and subject to the right of way reserved in and by the said last-mentioned deed.

Also all that certain piece or parcel of land situate in the borough of Siverlyville, Venango County, and State of Pennsylvania, bounded and described as follows: Beginning at a post on the line of the Alcorn Farm, the north east corner of the land of late Imperial Refining Company, thence by land of said company north forty-three degrees and twenty-five minutes west seven hundred thirty-three and two-tenths (733 2/10) feet to a stake, thence north seventy-five degrees and ten

minutes east, one hundred two and six-tenths (102 6/10) feet to a stake, being another corner of lands of said refining company, thence south forty-three degrees and twenty-five minutes east five hundred ninety-five and three-tenths (595 3/10) feet to the line of the Alcorn Farm, thence by said Alcorn Farm south two degrees west, one hundred twenty-six and five-tenths (126 5/10) feet to the place of beginning.

Containing one and thirty-seven one-hundredths acres as surveyed by W. R. Stevenson March 22, 1876. Being part of the Siverly Farm, so called, which was conveyed by Jacob J. Vandergrift, trustee, to the said Henry M. Flagler by deed dated July 31, 1876, and recorded in said Venango Cour v recorder's office in deed-book 112 at page 143.

And also all that certain piece or parcel of land situated in Cornplanter Township, Venango County, and State of Pennsylvania, bounded and described as follows, to wit: Beginning at a point on the west line of the Alcorn Farm at a corner of other lands of the said Henry M. Flagler, thence by said lands of said Flagler north forty-five (45°) degrees and twenty-five (25′) minutes west, five hundred and ninety-five and thirty hundredths (595 30/100) feet to the southeast corner of lot number thirty-five (35); thence north eighty-five (85°) degrees eighteen (18) minutes east, four hundred and twenty-eight and forty-nine hundredths (428 49/100) feet to the before-mentioned west line of Alcorn Farm; thence by said west line of Alcorn Farm about 468 feet to —— place of beginning. Containing two and two hundred and eighty-four one-thousandths (2 284/1000) acres. Being the same premises conveyed to the said Henry M. Flagler by Jacob J. Vandergrift, trustee, by deed dated September 13, 1876, and recorded in said Venango County recorder's office in deed-book 107 at page 135.

Also certain lots of land situate in Sandy Lake Township, Mercer County, and State of Pennsylvania, bounded and described as follows, viz: Beginning at the north east corner of Stoneboro Lubricating Oil Co. on line of Jamestown and Franklin Railroad, thence by line of said road north sixty-nine degrees east forty perches to line of Dan Perrines land; thence by land of said Perine —— half degree east fifty-two perches to a post; thence by land now or late of Cornwell and Bonner south seventy-four degrees, west twenty-three and —— half perches to a post; thence north eighteen degrees west forty-nine perches to the place of beginning.

Containing ten acres, known as the Cornwell Oil Co. Refinery.

Also one other lot known as the Stoneboro Lubricating Oil Company, and described as follows, viz: Beginning at the northwest corner line of said railroad, thence north sixty-nine degrees east fifteen and one-fourth perches to line of the Cornwell Oil Co. lot; thence south eighteen degrees east twenty-one perches; thence south sixty-nine degrees west fifteen and one-fourth perches to post in road; thence north eighteen degrees west twenty-one perches to the place of beginning, containing two acres, and

Also the buildings, refineries, barrel works, tools, machinery, pipes, utensils, and appliances upon said premises and appurtenant to the various works thereon.

The property contributed as capital of this association being all and singular the right, title, and interest of Henry M. Flagler and wife to the lands and property above described, with the appurtenances as

conveyed to this association by Henry M. Flagler and wife by deeds of even date herewith.

The one undivided fifth part of the above described real and personal estate which has been contributed as part of the capital of this association by each member thereof is by the agreement and approval of all the members of this association valued at sixty thousand dollars; and the whole of the above described real and personal estate contributed and conveyed to this association as aforesaid is by the like agreement and approval valued at three hundred thousand dollars.

In witness whereof we have hereunto set our hands and seals this twenty-ninth day of July, A. D. 1878.

J. J. VANDERGRIFT [SEAL]
DUNCAN MCINTOSH [SEAL]
JOHN D. ARCHBOLD [SEAL]
FRANK Q. BARSTOW [SEAL]
A. M. MCGREGOR [SEAL]

STATE OF OHIO,
Cuyahoga County, ss.

On this 2nd day of August, A. D. 1878, before me, a commissioner in and for the State of Ohio, duly appointed and commissioned by the governor of Pennsylvania to take the acknowledgment of writings under seal, &c., to be used or recorded in the State of Pennsylvania, personally came the above-named Ambrose M. McGregor and acknowledged the above statement in writing to be his act and deed and desired that the same might be recorded as such.

Witness my hand and official seal at Cleveland, in the county of Cuyahoga aforesaid, the day and year last above written.

JAMES WADE, JR.,
Commissioner of the State of Pennsylvania, in Cleveland, Ohio.

STATE OF PENNSYLVANIA,
Crawford County, ss.

Personally came before me, a notary public in and for said county, John D. Archbold and Frank Q. Barstow, and in due form of law acknowledged the foregoing indenture to be their act and deed to the end that the same may be recorded as such.

Witness my hand and seal this 6th day of August, A. D. 1878.

[SEAL OF N. P.] JOSEPH J. HOLDEN,
Notary Public.

STATE OF PENNA.,
Venango County.

On the 9th day of August, A. D. 1878, before me, a notary public in and for said State, residing in Oil City, in said county, personally came the above-named J. J. Vandergrift and Duncan McIntosh, and in due form of law acknowledged the foregoing instrument of writing to be their act and deed and desired that it be recorded as such.

Witness my hand and notarial seal the day and year aforesaid.

[SEAL OF N. P.] F. W. HAYS,
Notary Public.

Recorded Aug. 22, 1878.

COMMONWEALTH OF PENNSYLVANIA,
Venango County, ss.

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct, and compared copy of certain articles of association of the Imperial Refining Company, Limited, as remains of record in my office, in charter book No. 4, page 374.

[SEAL.] (Recorder's office, Venango Co., Pa.)

In witness whereof I have hereunto set my hand and affixed my official seal, at Franklin, this 8th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA,
Venango County, ss.

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law and made by the proper officer.

Witness my hand and seal this 8th day of December, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA,
Venango County, ss.

I, Judd Thompson, prothonotary of the Court of Common Pleas for said county, certify that honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was at the date thereof president judge of said court, duly commissioned, and sworn and acting.

[SEAL.] Court of Common Pleas.

In witness whereof I have hereunto set my hand and affixed the seal of said court this 8th day of December, A. D. 1908.

JUDD THOMPSON,
Prothonotary.

DEFENDANTS' EXHIBIT 313.

Charles Pratt & Company.

[Organized January 28th, 1874.]

March 31st, 1875.		April 23rd, 1879.		June 15th, 1882.	
H. M. Flagler, secretary, trustee.	4,997	Geo. H. Vilas, M. R. Keith, & Geo. F. Chester, trustees.	4,997	Trustees of Standard Oil Trust.	4,997
Charles Pratt	1	Charles Pratt	1	Charles Pratt	1
Henry H. Rogers	1	Henry H. Rogers	1	Henry H. Rogers	1
Horace A. Pratt	1	Horace A. Pratt	1	Horace A. Pratt	1
Total	5,000		5,000		5,000

DEFENDANTS' EXHIBIT 314.

Paine, Ablett & Co. (a limited partnership).

[Organized October 1st, 1878. Capital stock, 500 shares, $100 each.]

October 9th, 1878.		February 28th, 1879.		May 1st, 1882.	
Silas H. Paine	245	Silas H. Paine	5	Silas H. Paine	1
Job Ablett	245	Job Ablett	5	Job Ablett	1
William Ablett	10	Ambrose M. McGregor	240	Ambrose M. McGregor	1
		Frank Q. Barstow	240	Frank Q. Barstow	1
		Duncan McIntosh	10	Duncan McIntosh	1
				Trustees S. O. Trust	496
	500		500		500

DEFENDANTS' EXHIBIT 314-A.

BE IT KNOWN that we, Silas H. Paine and Job Ablett, both of the city and county of Allegheny, in this State of Pennsylvania, and William Ablett, of Pittsburgh, in the same county, hereby form a partnership association under and in pursuance of the act of the general assembly of the Commonwealth of Pennsylvania entitled "An act authorizing the formation of partnership association in which the capital subscribed shall alone be responsible for the debts of the association except under certain circumstances." Approved the second day of June, A. D. 1874, and the acts supplementary thereto; and to that end we make this statement in writing, viz: The full names of the persons comprising this association and the amount of the capital thereof subscribed for by each of them are as follows, viz: Silas H. Paine and Job Ablett, both of the city and county of Allegheny, in the State of Pennsylvania, who have each subscribed and contributed to the capital of this association the sum of ten thousand dollars in real and personal estate and the sum of fourteen thousand five hundred dollars in cash, and William Ablett, of Pittsburgh, in the said county, who has subscribed and contributed to the said capital the sum of one thousand dollars in cash. The total amount of capital of this association is fifty thousand dollars and has all been contributed as aforesaid.

The character of the business to be conducted by this association is the following, viz: The refining, manufacturing, and dealing in petroleum and the products of petroleum.

The location of the said business shall be in the borough of Glasgow, in the county of Beaver, in the State of Pennsylvania, and also at Pittsburgh, in the county of Allegheny and State of Pennsylvania.

The name of this association shall be "Paine, Ablett & Co. Limited," and its duration twenty years unless sooner terminated according to law.

The following are the names of the officers of this association selected for the first year of its existence and until their successors are duly installed, viz:

Silas H. Paine, Job Ablett, and William Ablett, managers, of whom Silas H. Paine shall be chairman and Job Ablett shall be secretary and treasurer.

Schedule.—Silas H. Paine and Job Ablett, above named, have severally contributed as part of the capital of this association one undivided half of, and have together contributed and conveyed to the said association, as part of its capital the whole of the real and personal estate known and described as follows, to wit:

All that piece or parcel of land situate in the borough of Glasgow, county of Beaver, and State of Pennsylvania, and bounded and described as follows, to wit: Beginning at low-water mark, north side of the Ohio River, at a point due south of the western wall of the outlet lock of the Sandy and Beaver Canal, thence north by the face of said western wall of said outlet lock of the Sandy and Beaver Canal to a locust tree that stands seventy-seven (77) feet west from the southwest corner of lot numbered five (5), in the plan of said borough of Glasgow, and on the west bank of the Sandy and Beaver Canal, thence in a continuance straight line northwardly along the western bank of the Sandy and Beaver Canal to a post (that stands

ninety (90) feet south of the track of the Cleveland and Pittsburg Rail Road), thence westwardly and parallel with the track of the Cleveland and Pittsburg Rail Road by the face of the south wall of an old saw mill to low-water mark in the Little Beaver Creek, thence north up said Little Beaver Creek ninety (90) feet to the Cleveland and Pittsburgh Rail Road, thence eastwardly along said Cleveland and Pittsburgh Rail Road track to lands of the parties of the first part, thence south by lands of the parties of the first part and by the west end of streets and alleys in the plan of the borough of Glasgow to low-water mark in the Ohio River, thence down the Ohio River to the place of beginning, and being the ground formerly occupied by the bed of the Sandy and Beaver Canal and the saw mill of George Dawson, late of Glasgow, deceased, subject to the rights reserved by William Dawson and wife in and by their deed bearing date July 10, 1878, and recorded in the recorder's office of the said Beaver County, in Deed Book No. 78, at page 167.

And all the one undivided half of that piece or parcel of land situate on the north bank of the Ohio River in the said borough of Glasgow and south of lots numbers one (1), twelve (12), thirteen (13), and eighteen (18) in the plan of the said borough. Beginning at a stake sixty (60) feet due south of the southwest corner of lot number nineteen (19) in said plan, thence with the south side of Front street west three hundred and seventy-five (375) feet to other lands of the said Silas H. Paine and Job Ablett, thence with said last mentioned lands south to low water mark in the Ohio River, thence east with the said low water mark three hundred and seventy-five (375) feet to a stake or corner, thence north to the place of beginning, containing all the ground lying between Front street and low water mark in the Ohio River from the point mentioned directly opposite the line dividing lots numbers eighteen (18) and nineteen (19) to lands of the said Silas H. Paine and Job Ablett, excepting, however, so much ground opposite the south end of Main street and Merchants alley as may lawfully belong to the borough of Glasgow, not to exceed sixty (60) feet wide opposite Main street, and fifteen (15) feet wide opposite Merchants alley.

Also all those certain pieces or parcels of land situate in the said borough of Glasgow and known as lots numbers one (1) and two (2) in the plan of the said borough and together bounded on the south by Front street, on the east by Main street, on the north by Union lane, and on the west by an alley.

Also all those certain pieces or parcels of land situate in the said borough of Glasgow and known as lots numbers three (3) and four (4) in the plan of the said borough and together bounded and described as follows, viz: Beginning at the junction of Main and Liberty streets, thence southwardly by the west side of Main street one hundred (100) feet to Union Lane alley, thence westwardly by the north line of said last-mentioned alley one hundred (100) feet to the supposed line of the Sandy and Beaver Canal, thence northwardly one hundred (100) feet to Liberty street and thence eastwardly by the south side of the said last mentioned street one hundred (100) feet to the place of beginning.

Also all those certain pieces or parcels of land situate in the said borough of Glasgow and known as lots numbers five (5) and six (6) on the plan of the said borough and together being one hundred (100)

feet square and bounded as follows: On the north by City Way, on the east by Main street, on the south by Liberty street, and on the west by an alley or the Sandy and Beaver Canal.

Also all that piece or parcel of land situate in the said borough of Glasgow, bounded as follows, to wit: On the east by a public road, the continuation of Main street, on the plan of the said borough. On the south by an alley called City Way upon the said plan. On the west by the Sandy and Beaver Canal and on the north by the Cleveland and Pittsburgh Railroad, the said last mentioned piece or parcel of land comprising all the land lying between the said City Way and the said railroad, and between the said public road in continuation of Main street and a line run one hundred (100) feet westerly therefrom, together with the right of way, granted by William Dawson and wife by deed dated August 30, 1875, and recorded in the recorder's office of the said Beaver County in Deed Book No. 73 at page 163.

Also all that certain piece or parcel of land situate in Ohio township in the said county of Beaver on the east side of Little Beav r Creek near the northeast corner of property of Samuel Richardson, bounded and described as follows, to wit: Beginning at a post on the eastern line of a lot of ground sold by William Dawson and wife to Jas. Little and twenty-three (23) feet from a chestnut tree, thence from said post on Jas. Little's line, east by said chestnut tree seventy-five (75) feet to a corner, thence in a northern direction and parallel with said Jas. Little's line seventy-five feet (75) to a corner, thence west and parallel with the first described line seventy-five (75) feet to Jas. Little's line, thence southwardly with Jas. Little's line seventy-five (75) feet to the place of beginning, making a lot of ground seventy-five (75) feet square on which are erected iron oil tanks, together with the right of way granted by William Dawson and Maria, his wife, by deed dated January 17, 1878, and recorded in the recorder's office of the said Beaver County in Deed Book No. 78 at page 34.

And also all and singular the oil refinery, works, buildings, stills, tanks, boilers, engines, machinery, pipes, tools, utensils, and mechanical appliances upon the said several parcels of land hereinabove described or appurtenant thereto belonging to the said Silas H. Paine and Job Ablett.

The above-described real and personal estate contributed and conveyed to this association by the said Silas H. Paine and Job Ablett as aforesaid are by the agreement and approval of all the members of this association valued at twenty thousand dollars.

In witness whereof we have hereunto set our hands and seals this twenty-third day of September in the year one thousand eight hundred and seventy-eight.

SILAS H. PAINE. [SEAL.]
JOB ABLETT. [SEAL.]
WM. ABLETT. [SEAL.]

Witness:
FRANCIS TORRANCE.

STATE OF PENNSYLVANIA, }
Allegheny Co., City of Pittsburg. }

Before me, Francis Torrance, a notary public in & for said city, personally came Silas H. Paine, Job Ablett & Wm. Ablett, who in due form of law acknowledged that they did sign & seal the foregoing

articles of agreement, & desiring that the same may be recorded as their act & deed.

Witness my hand & notarial seal the 1st day of October, 1878.

FRANCIS TORRANCE, (SEAL.)
Notary Public.

(Francis Torrance, Notary Public, Pittsburgh, Pa.)

Endorsed on cover is the following:

STATE OF PENNSYLVANIA, } ss:
County of Allegheny }

Recorded in the recorder's office of said County in Limited Partnership Book, Vol. 1, Page 496. Given under my hand official seal this 10th day of October, 1878.

[SEAL.]
(Recorder's Office Allegheny County, Pa.)

R. J. RICHARDSON,
Per R.,
Recorder.

5160. Oct. 10", 1878.
1, 496.

Stamp:

Register & Recorder's Office
Filed Oct. 9, 1878
Beaver Co., Pa.

Endorsed in pencil is the following: Record first Paine, Ablett and Co. (Limited) 2.50 pd. due $3.25.

DEFENDANTS' EXHIBIT 315.

Standard Oil Company (Pittsburg).

[Incorporated 1869. Capital stock 3,000 shares, $100 each.]

April, 1875.		April 10, 1875.	April 26, 1875.	April 29, 1875.	May 5, 1879.	May 7, 1879.	May 29, 1882.	June 30, 1882.
Lockhart & Frew	3,000	2,700	2,117	83	44	44	44	.....
Sundry parties		300	883	2,912	2,912	.....	.....	.....
H. M. Flagler, in trust	.....	.....	.....	1	1	1	.....	.....
Chas. Lockhart	.....	.....	.....	1	1	1	.....	.....
Wm. G. Warden	.....	.....	.....	1	1	.....	.....	.....
M. Graver	.....	.....	.....	1	1	1	.....	.....
Wm. Frew	.....	.....	.....	1	1	1	.....	.....
D. Bushnell	.....	.....	.....	.....	39	.....	.....	.....
H. M. Flagler	.....	.....	.....	.....	.....	2,952	.....	.....
Vilas, Keith & Chester	.....	.....	.....	.....	.....	.....	2,956	3,000
Trustees S. O. Trust	.....	.....	.....	.....	.....	.....	.....	.....
	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000

DEFENDANTS' EXHIBIT 316.

Smith's Ferry Oil Transportation Co.

[Organized May 14th, 1872. 200 shares, $100 each.]

Sept. 1st, 1876.		April 12th, 1877.	April 12th, 1877.	March 21st, 1879.	April 22nd, 1879.	April 23, 1879.	May 1, 1882.
W. K. Gallagher	200	.....	.....	.....	.....	.....	.....
Paine, Ablett & Co.	.....	200	100	.....	.....	.....	.....
J. B. Meriam in trust for J. B. Meriam, Wm. Morgan, C. C. Beggs, Stanley Loomis, A. Lyons, R. J. Hemmick & Chas. T. Place	.....	.....	100	100	.....	.....	.....
Paine, Ablett & Co., Ltd.	.....	.....	.....	100	200	.....	.....
Silas R. Paine	.....	.....	.....	.....	.....	1	1
Job Ablett	.....	.....	.....	.....	.....	1	1
A. McGregor	.....	.....	.....	.....	.....	1	1
Geo. H. Vilas, M. R. Keith, & Geo. F. Chester, trustee	.....	.....	.....	.....	.....	197	.....
Trustees of S. O. Trust	.....	.....	.....	.....	.....	.....	197
	200	200	200	200	200	200	200

DEFENDANTS' EXHIBIT 317.

Sone & Fleming Manufacturing Co., Limited.

[Incorporated March 1st, 1876. Capital $250,000. 2,500 shares.]

October 18th, 1877.		December 30, 1878.	April 23, 1879.	October 26, 1881.	October 31, 1881.	May 10, 1882.	May 12, 1882.
L. V. Sone	5	.....	.....	.....	.....	.....	.....
W. Rockefeller	5	5	5	5	5	5	5
C. B. Andrews	5	.....	.....	.....	.....	.....	.....
J. F. Freeman	5	5	5	5	5	5	5
H. B. Spelman	5	5	5	.....	.....	.....	.....
H. M. Flagler, trustee	2,475	2,475	.....	.....	.....	.....	.....
Jeremiah Crowell	.....	5	5	5	.....	.....	.....
Henry M. Flagler	.....	5	5	5	5	.....	.....
Geo. H. Vilas, Myron R. Keith, and Geo. F. Chester, trustees	.....	.....	2,475	2,475	2,475	2,475	.....
Benjamin Brewster	.....	.....	.....	5	5	.....	.....
Geo. H. Vilas	.....	.....	.....	.....	5	5	5
Paul Babcock, Jr.	.....	.....	.....	.....	.....	5	5
Wm. B. Emerson	.....	.....	.....	.....	.....	.....	5
Trustees of S. O. Trust	.....	.....	.....	.....	.....	.....	2,475
	2,500	2,500	2,500	2,500	2,500	2,500	2,500

DEFENDANTS' EXHIBIT 318.

AMERICAN LUBRICATING OIL COMPANY.

Know all men by these presents, That we, Peter S. Jennings, Jacob Finger, and William W. Robinson, all of the city of Cleveland, Cuyahoga County, Ohio, have associated ourselves together under the provisions of the acts of the legislature of the State of Ohio, entitled "An act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1st, 1852, and the act supplementary thereto passed April 8th, 1856, and the act to amend the last named act passed February 14th, 1861, and all other laws of the State of Ohio, applicable thereto for the purpose of forming a body corporate for manufacturing, compounding and dealing in oils, greases, petroleum products, lubricators, and packing, and we do hereby certify,

That the capital stock necessary for said company, and the amount agreed on as composing the capital stock is the sum of one hundred thousand dollars.

That the amount of each share is one hundred dollars.

That the name of the place where said manufacturing establishment shall be located for doing business is Cleveland City, Cuyahoga County, Ohio.

That the name and style by which said manufacturing establishment shall be known, is "AMERICAN LUBRICATING OIL COMPANY."

In witness whereof we hereunto set our names and seals at Cleveland, Ohio, this ——— day of September, A. D. 1878.

WILLIAM W. ROBINSON. [SEAL.]
PETER S. JENNINGS. [SEAL.]
JACOB FINGER. [SEAL.]

THE STATE OF OHIO, *Cuyahoga County, ss.:*

Personally appeared before me a notary public, in and for said county, Peter S. Jennings, Jacob Finger, and William W. Robinson, to me personally known to be the identical persons who executed the foregoing instrument and severally acknowledged that they executed the foregoing instrument, and that the same is their free act and deed.

IN WITNESS WHEREOF I hereunto sign my name officially, and affix my seal of office at Cleveland, Ohio, this thirtieth day of September, A. D. 1878.

[SEAL.]

M. R. KEITH,
Notary Public for said county.

THE STATE OF OHIO, *Cuyahoga County, ss.:*

I, WILBUR F. HINMAN, clerk of the court of common pleas, a court of record of Cuyahoga County, aforesaid, do hereby certify that M. R. Keith, before whom the annexed acknowledgment was taken, was, at the date thereof, a notary public in and for said county, duly authorized by the laws of Ohio to take and certify the acknowledgment of deeds to be recorded in this State, and to administer oaths for general purposes, and that I am well acquainted with his handwriting, and believe his signature thereto is genuine, and that the annexed

instrument is taken and executed according to the laws of the State of Ohio.

IN TESTIMONY WHEREOF I hereunto subscribe my name and affix the seal of said court, at Cleveland, this 30th day of Sept., A. D. 1878.

[SEAL.] WILBUR F. HINMAN, *Clerk.*

AMERICAN LUBRICATING OIL COMPANY.

INCREASE OF CAPITAL STOCK TO $200,000.00.

To the Secretary of the State of Ohio:

The undersigned, composing the entire board of directors of the American Lubricating Oil Company, a corporation at Cleveland, Ohio, do hereby certify that on the 30th day of December, A. D. 1878, at a special meeting of the stockholders of said corporation held at its office in Cleveland, Cuyahoga County, Ohio, by a vote then and there taken, all the stockholders of said corporation being then and there present and voting therefor, it was resolved and agreed by each and all of said stockholders that the capital stock of said corporation be increased the sum of one hundred thousand dollars, thereby making the capital stock of said corporation two hundred thousand dollars, which action of said stockholders was as follows, to wit:

Resolved, and it is agreed by each and all of us that the capital stock of this corporation, viz, the American Lubricating Oil Company of Cleveland, Ohio, be increased to two hundred thousand dollars. And it is also agreed and the proper officers of this corporation are hereby instructed to take the requisite steps to so increase said capital stock.

(Signed) PETER S. JENNINGS (225 shares).
A. M. MCGREGOR (5 shares).
GEORGE I. VAIL (5 shares).
L. H. SEVERANCE (5 shares).
OLIVER H. PAYNE (760 shares).

And thereupon said meeting adjourned without day.

P. S. JENNINGS, *President.*
GEORGE I. VAIL, *Secretary.*

And we further certify that the whole amount of such increase of capital stock, viz, the sum of one hundred thousand dollars has been paid to said corporation in money; that no note, bill, bond, or other security has been taken for the same, or for any part thereof; and that the credit of said corporation has not been used directly or indirectly to raise funds to pay the same or any part thereof.

IN WITNESS WHEREOF we hereunto set our names at Cleveland, Ohio, this 30th day of December, A. D. 1878.

P. S. JENNINGS,
A. M. MCGREGOR,
GEORGE I. VAIL,
LOUIS H. SEVERANCE,
O. H. PAYNE,
Directors.

THE STATE OF OHIO, *Cuyahoga County, ss:*

The undersigned, Peter S. Jennings, Ambrose M. McGregor, George I. Vail, Louis H. Severance, and Oliver H. Payne, being severally sworn, say that they are directors of the American Lubricating Oil Company of Cleveland, Ohio; that they compose the entire board, and that all and singular the matters and things set forth in the foregoing certificate are true in substance and in fact.

P. S. JENNINGS.
A. M. MCGREGOR.
GEORGE I. VAIL.
LOUIS H. SEVERANCE.
O. H. PAYNE.

Subscribed by Peter S. Jennings, Ambrose M. McGregor, George I. Vail, Louis H. Severance, and Oliver H. Payne in my presence and sworn to by each of them before me at Cleveland, Ohio, this 30th day of December, A. D. 1878.

[SEAL.] M. R. KEITH,
Notary Public for Cuyahoga Co., Ohio.

[Certificate under section 906, Revised Statutes of the United States.]

UNITED STATES OF AMERICA,
STATE OF OHIO,
OFFICE OF THE SECRETARY OF STATE.

I, CARMI A. THOMPSON, secretary of state of the State of Ohio, and being the officer who, under the constitution and laws of said State, is duly constituted the keeper of the records of articles of incorporations of all companies incorporated under the laws thereof, and the records of all papers relating to the creation of said incorporated companies, and empowered to authenticate exemplifications of the same, do hereby certify that the annexed instrument is an exemplified copy, carefully compared by me with the original record now in my official custody as secretary of state, and found to be true and correct, of the articles of incorporation of the "AMERICAN LUBRICATING OIL COMPANY," filed in this office on the 2nd day of October, A. D. 1878, and recorded in volume 17, page 556; and of the certificate of increase of capital stock of said company, filed in this office on the 14th day of January, A. D. 1879, and recorded in volume 18, page 50, of the records of incorporations; that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

IN TESTIMONY WHEREOF, I have hereunto attached my official signature and the great seal of the State of Ohio, at Columbus, this 5th day of December, A. D. 1908.

[SEAL.] CARMI A. THOMPSON,
Secretary of State.

[THE GREAT SEAL OF THE STATE OF OHIO.]

DEFENDANTS' EXHIBIT 319.

Baltimore United Oil Co.

[Incorporated Dec. 14th, 1877. Capital stock 6,000 shares, $100 each.]

March 16, 1878.		April 3, 1878.		April 5, 1878.		February 26, 1879.		April 25, 1879.	
Johnson N. Camden, trustee.	5,059	J. N. Camden, trustee	5,059	J. N. Camden, trustee	5,059	J. N. Camden, trustee	5,059		
Wm. C. West	458	Wm. C. West	458	Wm. C. West	305	Wm. C. West	305		305
Robert Read	200	Robert Read	200	Robert Read	200	Robert Read	200		200
Jas. C. Christopher	83	Jas. C. Christopher	83	J. C. Christopher	28	J. C. Christopher	28		28
Poultney & Moale	200	Poultney & Moale	95	Poultney & Moale	95				
		Whidbee & Dickinson	95	Whidbee & Dickinson	95	Whidbee & Dickinson	95		95
		I. Eugene Poultney	10	I. Eugene Poultney	10	I. Eugene Poultney	10		10
				Edwin R. West	153	Edwin R. West	153		153
				Eliza M. Christopher	34	Eliza M. Christopher	34		34
				Wm. Whittingham Christopher.	21	Wm. Whittingham Christopher.	21		21
						Thomas Poultney, jr	48		48
						Geo. N. Moale	47		47
								Geo. H. Vilas, M. R. Keith, & Geo. F. Chester, trustees.	5,059
	6,000		6,000		6,000		6,000		6,000

DEFENDANTS' EXHIBIT 319—PAGE 2.

Baltimore United Oil Co.—Continued.

[Incorporated Dec. 14th, 1877. Capital stock 6,000 shares, $100 each.]

January 15, 1880.		July 15, 1880.	January 26, 1881.	June 8, 1882.
Wm. C. West	305	305	305	305
Robert Read	200	200	200	200
J. C. Christopher	28	28	35	35
Whidbee & Dickinson	95	95	95	95
I. Eugene Poultney	10	10	10	10
Edwin R. West	153	153	153	153
Wm. Whittingham Christopher	21	21	28	28
Thos. Poultney, jr	48	48	48	48
Geo. N. Moale	47	47	47	47
Geo. H. Vilas, M. R. Keith, & Geo. F. Chester, trustees	5,059	5,024	5,024	.....
Mary E. Henry	10	10	10	10
Z. W. Christopher	10	10	10	10
Eliza M. Christopher	14	14	.....	.....
L. D. Passano	.....	35	35	35
Trustees of Standard Oil Trust	.....	.....	.....	5,024
	6,000	6,000	6,000	6,000

DEFENDANTS' EXHIBIT 319-A.

CERTIFICATE OF INCORPORATION OF BALTIMORE UNITED OIL COMPANY OF BALTIMORE COUNTY.

Know all men by these presents that we, Robert Read, of the city of Baltimore, Md.; William C. West, of the city of Baltimore, Md.; Thomas Poultney, jr., of the city of Baltimore, Md.; George A. Moale, of the city of Baltimore, Md.; James C. Christopher, of the city of Baltimore, Md.; Johnson N. Camden, of Parkersburg, W. Va., being citizens of the United States, and a majority of whom are citizens of the State of Maryland, do hereby certify that we do, under and by virtue of the general laws of this State, authorizing the formation of corporations, hereby form a corporation under the name of "Baltimore United Oil Company of Baltimore County."

2d. We do further certify that the said corporation so formed is a corporation for manufacturing and refining petroleum and its products, and for the sale, transportations, or other disposition of the same, and for the manufacturing of barrels, staves, and any other articles connected with the business of refining, manufacturing, and packing of petrolium and its products, and the sale, transportation, and other disposition of the same; that the term of existence of the said corporation is limited to forty years, and that the said corporation is formed upon the articles, conditions, and provisions herein expressed and subject in all particulars to the limitations relating to corporations which—contained in the general laws of this State.

3d. We do further certify that the operations of the said corporation are to be carried on in the city of Baltimore and in the county of Baltimore in the State of Maryland, and that the principal office of the said corporation will be located in "Canton," Baltimore County, Maryland.

4th. We do further certify that the aggregate of the capital stock of the said corporation is six hundred thousand dollars and that the said capital is divided into six thousand shares of the par value of one hundred dollars each.

5th. We do further certify that the said corporation will be managed by nine directors, and that Robert Read, of the city of Baltimore; William G. West, the city of Baltimore; James C. Christopher, of the city of Baltimore; George N. Moale, of the city of Baltimore; Johnson N. Camden, of Parkersburg, West Va.; William P. Thompson, of Parkersburg, West Va.; Edward R. West, of the city of Baltimore; William T. Poole, of the city of Baltimore; Thomas Poultney, jr., of the city of Baltimore, are the names of the directors who will manage the concerns of *of* the said corporation for the first year.

In witness whereof we have hereunto set our hands and seals this thirteenth day of December, in the year eighteen hundred and seventy-seven.

Witness:
J. HOWARD.

ROBERT READ. [SEAL.]
WILLIAM C. WEST. [SEAL.]
THOMAS POULTNEY, JR. [SEAL.]
GEORGE N. MOALE. [SEAL.]
JAMES C. CHRISTOPHER. [SEAL.]
JOHNSON N. CAMDEN. [SEAL.]

STATE OF MARYLAND, *Baltimore City, to wit:*

Before the subscriber, a justice of the peace of the State of Maryland, in and for the city of Baltimore, personally appeared on this thirteenth day of December, eighteen hundred and seventy-seven, Robert Read, William C. West, Thomas Poultney, jr., George N. Moale, James C. Christopher, Johnson N. Camden, and did severally acknowledge the foregoing certificate to be their act and deed.

J. HOWARD, *J. P.*

State of Maryland, Baltimore City, Sct.:

Democrat print.

STATE OF MARYLAND, *Baltimore County, to wit:*

I, WILLIAM P. COLE, clerk of the circuit court for Baltimore County, in the State of Maryland, the same being a court of law and record, do certify that the aforegoing *certificate of incorporation is a true copy taken from Liber J. B. No. 1, folio 158, one of the incorporation records of Baltimore County.*

IN TESTIMONY WHEREOF I hereunto subscribe my name and affix the seal of the said court this eighth day of December, nineteen hundred and eight (1908).

Seal of the Circuit Court Baltimore County Maryland.

Test:

WILLIAM P. COLE,
Clerk of the Circuit Court of Baltimore County.

MARYLAND, *Set.:*

I, FRANK I. DUNCAN, presiding judge of the circuit court for Baltimore County, in the State aforesaid, do certify, that the aforegoing attestation of WILLIAM P. COLE, clerk of the circuit court for said county, is in due form, and by the proper officer, who is the custodian of the records and papers of the circuit court for Baltimore County, and is now in office.

Given under my hand, at Towsontown, this eighth day of December, in the year of our Lord one thousand nine hundred and eight.

FRANK I. DUNCAN.

STATE OF MARYLAND, *Baltimore County, to wit:*

I, WILLIAM P. COLE, clerk of the circuit court for Baltimore county, the same being a court of law and record, do certify that the Honorable FRANK I. DUNCAN, by whom the above certificate was given, and who hath thereto subscribed his name, was at the time of so doing judge of the circuit court for Baltimore County, duly elected, commissioned, and qualified, and is now in office.

IN TESTIMONY WHEREOF I hereunto subscribe my name and affix the seal of the said court this eighth day of December, nineteen hundred and eight.

Seal of the Circuit Court Baltimore County Maryland.

Test:

WILLIAM P. COLE,
Clerk of the Circuit Court for Baltimore County.

DEFENDANTS' EXHIBIT 320.

[Copy.]

No. 1014.

COMMONWEALTH OF MASSACHUSETTS.

BE IT KNOWN That whereas Benjamin Vaughan, George F. Chester, John D. Archbold, Fred Mohr, jr., and Abiel Abbot Vaughan have associated themselves with the intention of forming a corporation under the name of BEACON OIL COMPANY for the purpose of manufacturing, refining, and dealing in petroleum and the products of petroleum, and dealing in oils and naval stores, with a capital of one hundred thousand dollars, and have complied with the provisions of the statutes of this Commonwealth in such case made and provided, as appears from the certificate of the president, treasurer, and directors of said corporation, duly approved by the Commissioner of Corporations, and recorded in this office:

NOW, THEREFORE, I, HENRY B. PEIRCE, secretary of the Commonwealth of Massachusetts, DO HEREBY CERTIFY that said Benjamin Vaughan, George F. Chester, John D. Archbold, Fred. Mohr, jr., and Abiel Abbot Vaughan, their associates and successors, are legally organized and established as and are hereby made an existing corporation under the name of BEACON OIL COMPANY with the powers, rights, and privileges, and subject to the limitations, duties, and restrictions which by law appertain thereto.

WITNESS my official signature hereunto subscribed, and the seal of the Commonwealth of Massachusetts hereunto affixed
[L. S.] this ninth day of January in the year of our Lord one thousand eight hundred and eighty.

(Signed) HENRY B. PEIRCE,
Secretary of the Commonwealth.

Attached hereto is the following:

COMMONWEALTH OF MASSACHUSETTS,
OFFICE OF THE SECRETARY,
Boston, December 7, 1908.

I HEREBY CERTIFY that the foregoing is a true copy of the record of the certificate of incorporation of BEACON OIL COMPANY, organized under the provisions of chapter two hundred and twenty-four, section eleven, of the acts of the year eighteen hundred and seventy; and I further certify that said corporation was dissolved by chapter one hundred and seventy-seven of the acts of the year nineteen hundred and four.

[SEAL.]

Sigillum Reipublicae Massachusettensis. Ense Petit Placidam Sub Libertate Quietem.

WITNESS the great seal of the Commonwealth.

WM. M. OLIN,
Secretary of the Commonwealth, P. F. J. C.

DEFENDANTS' EXHIBIT 321.

Bush & Denslow Manufacturing Company.

[Organized March 31st, 1879. Capital $300,000.]

	June 17th, 1880.		June 28th 1882.
William Rockefeller and John D. Archbold	1,500	Trustees of Standard Oil Trust	1,498
		Wm. Rockefeller	1
		John D. Archbold	1
	1,500		1,500

DEFENDANTS' EXHIBIT 322.

Central Refining Company (Pittsburg).

[Incorporated, 1873. Capital stock, 5,000 shares, $100 each. Total stock 2,553 shares.]

	October 27, 1876.	November 20, 1876.	December 26, 1876.	February 13, 1877.	May 6, 1879.	May 11, 1882.
Wm. G. Warden, trustee	77	77	826	857	.....	.....
Chas. Lockhart, trustee	.....	1,338	1,338	1,408	.....	.....
Chas. Lockhart	.....	1	1	1	1	1
Wm. Frew	.....	.....	.....	1	1	1
D. Bushnell	.....	.....	.....	1	1	1
Vilas, Keith & Chester, trustees	.....	.....	.....	.....	2,264	.....
Wm. G. Warden	.....	.....	.....	.....	1	.....
Trustees Standard Oil Trust	.....	.....	.....	.....	.....	2,546
A. F. Brooks	.....	.....	.....	.....	.....	1
W. M. McKelvey	.....	.....	.....	.....	.....	1
T. J. Gillespie	.....	.....	.....	.....	.....	1
Geo. H. Vilas	.....	.....	.....	.....	.....	1
	.....	.....	.....	.....	.....	2,553

DEFENDANTS' EXHIBIT 323.

Chesebrough M'f'g Co., Consolidated.

STOCK TRANSFERS.

Transferred from—	Date.	Number.		Transferred to—	Date.	Number.		Transferred to—	Date	Number.		Transferred to and certificates issued	Date	Number.		Total shares.
		Cert.	Shares.			Cert.	Shares.			Cert.	Shares.			Cert.	Shares.	
	1881.				1881.				1882.				1882.			
L. L. Coudert	Apl. 11	73	1,201	Chas. Pratt & Co	Apl. 11	95	1,210	(Geo. H. Vilas, (M. R. Keith, Geo. F. Chester, Trustees.								
L. L. Coudert	Apl. 11	91	09	Chas. Pratt & Co												
Coudert Bros	" 22	104/115, incl.	1,250	Chas. Pratt & Co	June 24	122	1,250									
			2,460		June 24	123	2,460		June 28	123	2,460	Trustees of Standard Oil Trust.	June 28	123	2,460	2,460
	1881.				1881.											
L. L. Coudert	Apl. 11	91	10	Jno. D. Archbold	Apl. 11	96	10									
Nemesis Peres, through S. C. Lewis	Octo. 18	23	41	Jno. D. Archbold	Octo. 18	141	41		1882. June 28	147	1	Trustees of Standard Oil Trust.			50	
L. L. Coudert	Apl. 11	91	10	S. C. Lewis	Apl. 11	98	10	51 less issued back								
Mary McCloskey	July 25	13	8	S. C. Lewis	July 25	129	8								17	
								18 " " "	June 28	144	1					
L. L. Coudert	Apl. 11	91	10	Ambrose McGregor	Apl. 11	97	10	10	June 28	146	1				09	
L. L. Coudert	" "	91	10	Henry H. Rogers	" "	99	10	10	June 28	145	1				09	
								89			4					85
								Certificate No. 146, June 28, 1882, to trustees of Standard Oil Trust.								2,545

DEFENDANTS' EXHIBIT 32-

Chess-Carley Company.

[Organized October 1st, 1881. Capital stock 6,000 shares, $100 each.]

	October 1st, 1881.		May 1st, 1882.
Geo. H. Vilas, M. R. Keith, and Geo. F. Chester, trustees	3,000	Trustees of Standard Oil Trust	3,000
F. D. Carley	3,000	F. D. Carley	3,000
	6,000		6,000

DEFENDANTS' EXHIBIT 324-A.

Know all men by these presents:

That we whose names are undersigned, desiring to become incorporated under and in the mode provided by the laws of Kentucky, do sign, seal, and adopt these articles of incorporation, to wit: 1st. The names of the corporators are F. D. Carley, Louisville, Kentucky; L. T. Rosengarten, Louisville, Kentucky; O. H. Payne, Cleveland, Ohio; J. D. Archbold, New York City.

The name of the proposed corporation is Chess Carley Company.

The principal place of business is Louisville, Kentucky.

2nd. The general nature of the business proposed to be transacted is the manufacturing, refining, buying, and selling of petroleum and all its products, rosin, turpentine, lamps, and lamp chimneys. Also the manufacturing of gas from petroleum and the construction of works and machinery for such purpose.

3rd. The amount of capital stock shall be six hundred thousand dollars, which shall be fully paid in cash at the date of organization of the company.

4th. The company shall begin its existence on October 1st, 1881, and continue for twenty-five years.

5th. Its affairs shall be conducted by four directors, of whom three shall constitute a quorum. Its officers shall be a president, a vice-president, a secretary, and a treasurer. One person may hold two of said offices. The directors shall be elected by the stockholders on the first Thursday of October of each year and shall hold until their successors are duly elected. The directors shall choose the officers.

6th. The directors and officers for the first year shall be

Directors and
F. D. Carley, President.
O. H. Payne.
L. T. Rosengarten, Treasurer.
J. D. Archbold.
W. H. Tilford, Vice-President & Secretary.

7th. The indebtedness of the corporation whether direct or contingent shall at no time exceed the sum of four hundred thousand dollars.

8th. Private property of the stockholders of the corporation shall be exempt from liability for corporate debts.

In witness whereof the said parties have hereunto set their hands and seals this seventh day of September, A. D. 1881.

F. D. CARLEY. (.....)
JNO. D. ARCHBOLD. (.....)
W. H. TILFORD. (.....)
O. H. PAYNE. (.....)
L. T. ROSENGARTEN. (.....)

STATE OF NEW YORK, *City of New York.* } *ss.:*

Be it remembered that on this 21st day of September, A. D. 1881, before me, James W. Hale, a public notary of the State of New York, personally came John D. Archbold, F. D. Carley, & W. H. Tilford, to me known to be the persons described in and who executed the

within articles and severally acknowledged that they executed the same for the uses and purposes therein mentioned. Given under my hand and seal of office the day and year first above writing.

[Notary Public Seal.] JAS. W. HALE,
Public Notary, 4 Hanover Street.

THE STATE OF OHIO, } *ss:*
Cuyahoga County. }

Be it remembered that on this 27" day of September, A. D. 1881, before me the undersigned, a notary public in and for said county of Cuyahoga, personally came O. H. Payne of Cleveland, Ohio, to me, known to be the person described in and who executed the foregoing articles and acknowledged that executed the same for the uses and purposes therein mentioned.

Given under my hand and seal of office at Cleveland, Ohio, this 27 day of September, A. D. 1881.

[N. P. SEAL.] M. R. KEITHE,
Notary Public.

I, Geo. H. Webb, clerk of the county court of Jefferson County, in the State of Kentucky, do certify that on this day the foregoing articles of incorporation were produced to me in my office and acknowledged and delivered by L. F. Rosengarten, a party thereto, to be his act and deed, and that I have recorded them this and the foregoing certificate in my said office.

Witness my hand this 1" day of October, 1881.

GEO. H. WEBB, *Clk.*

I, Mark H. Gabhart, clerk of the county court of Jefferson County, in the State of Kentucky, certify that the foregoing pages contain a true copy of articles of incorporation of Chess Carley Company, together with certificate of probate thereof, as the same appear on record in my office in corporation book 2, page 406.

In Testimony Whereof, I hereunto set my hand and affix the official seal of Jefferson County, Kentucky, of which I am the custodian, at Louisville, Kentucky, this 7th day of December, 1908.

[SEAL.] MARK H. GABHART, *Clerk,*
[JEFFERSON COUNTY, KENTUCKY.] *Jefferson County Court, Kentucky.*

STATE OF KENTUCKY, } *sct.:*
Jefferson County. }

I, Arthur Peter, sole and presiding judge of the county court, within and for the county and State aforesaid, do certify that Mark H. Gabhart, whose genuine signature appears to the foregoing certificate, is now, and was at the time of signing the same, clerk of said court, duly elected and qualified, and that all of his official acts as such are entitled to full faith and credit, and that his foregoing attestation is in due form of law.

Given under my hand at the city of Louisville, Kentucky, this 7th day of December, 1908.

ARTHUR PETER,
Sole and Presiding Judge of the Jefferson County Court, Kentucky.

STATE OF KENTUCKY, } *sct.:*
Jefferson County, }

I, Mark H. Gabhart, clerk of the county court, within and for the county and State aforesaid, do certify that Arthur Peter, whose genuine signature appears to the foregoing certificate, is now and was at the time of signing the same, sole and presiding judge of said court, duly elected, commissioned and qualified, and that all of his official acts as such are entitled to full faith and credit.

In testimony whereof, I hereunto set my hand and affix the official seal of Jefferson County, Kentucky, of which I am the custodian, at Louisville, Kentucky, this 7th day of December, 1908.

[SEAL.]
[Jefferson County Kentucky.]

MARK H. GABHART,
Clerk Jefferson County Court, Kentucky.

This document bears the following endorsement:
Copy Articles of Incorporation
Chess Carley Company
Corporation Book 2 Page 406.

DEFENDANTS' EXHIBIT 325.

Consolidated Tank Line Company.

[Incorporated January 17th, 1878. Capital stock, 2,000 shares, $100 each. Original issue, $60,000 Increased to $125,000, February 22, 1881.]

	January 22, 1878.	January 23, 1879.	February 21, 1881.	February 22, 1881.	June 15, 1882.
Original issue.					
O. H. Payne	290				
H. A. Hutchins	5	5	5	5	5
George H. Vilas	5	5	3	3	3
F. D. Carley	75	75	75	156 1/2	
Alex. McDonald	220	220	220	463 1/2	463 1/2
James McDonald	5	5	5	5	5
Geo. H. Vilas, M. R. Keith, and Geo. F. Chester, trustees		290	290	615	
W. H. Loomis			1		
W. P. Thompson			1		
Trustees of Standard Oil Trust					615
Geo. H. Vilas, trustee					156 1/2
	600	600	600	1,248	1,248

DEFENDANTS' EXHIBIT 325-A.

CONSOLIDATED TANK LINE COMPANY.

Know all men by these presents, That we, Alexander McDonald, Eugene Zimmerman, and James McDonald, all of Cincinnati, Hamilton County, Ohio, have and do hereby associate ourselves together under the provisions of the act of the legislature of the State of Ohio, entitled "An act to provide for the creation and regulation of incorporated companies in the State of Ohio, passed May 1st, 1852," and the act passed April 20th, 1874, entitled an act "to authorize the incorporation of companies for the sale of goods and merchandise," and all other laws of the State of Ohio applicable thereto, for the purpose of forming a body corporate for the purpose of buying, selling, and transporting oils, merchandise, naval stores, and other articles manufactured in the State of Ohio under the corporate name of Consolidated Tank Line Company.

And we do hereby certify that the purpose for which said body corporate is formed is for buying, selling, and transporting oils, merchandise, naval stores, and other articles manufactured in the State of Ohio.

That the capital stock necessary for said company and the amount agreed on as composing the capital stock is two hundred thousand dollars.

That the amount of each share of capital stock for said corporation is one hundred dollars.

That the name of the place where said corporation shall be located for doing business is Cincinnati, Hamilton Co., Ohio.

That the name and style by which said corporation shall be known is the Consolidated Tank Line Company.

ALEX. MCDONALD. [SEAL.]
EUGENE ZIMMERMAN. [SEAL.]
JAMES MCDONALD. [SEAL.]

THE STATE OF OHIO, *Hamilton County, ss:*

At Cincinnati, in said county of Hamilton, on the 17th day of January, 1878, personally appeared before me the undersigned, a notary public in and for said county, Alexander McDonald, Eugene Zimmerman, and James McDonald, signers and sealers of the foregoing instrument, and severally acknowledged the signing and execution thereof to be their free act and deed.

In witness whereof, I have hereunto signed my name officially and affixed my seal of office at Cincinnati, in said county, this 17th day of January, A. D. 1878.

[SEAL.] WM. E. JONES,
Notary Public, Hamilton Co., Ohio.

STATE OF OHIO, *Hamilton County, sct:*

I, Lewis G. Bernard, clerk of the court of common pleas within and for said county of Hamilton, do hereby certify that Wm. E. Jones, whose name is signed to the certificate hereto attached, was at the time of subscribing the same a legally acting notary public, in and for said county of Hamilton, duly commissioned and qualified, and that I am well acquainted with his handwriting, and believe his said signature to be genuine.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court, at Cincinnati, this 17th day of January, A. D. 1878.

[SEAL.]

LEWIS G. BERNARD, *Clerk H. C. C. P. O.*
By EMIL HOFFMANN, *Deputy.*

STOCKHOLDERS' MEETING, CONSOLIDATED TANK LINE COMPANY.

We, the undersigned stockholders in and owning all the stock in The Consolidated Tank Line Company, a corporation organized and existing under and by virtue of the laws of the State of Ohio, do hereby waive the publication and service of any notice of the time, place, and object of this meeting, and do hereby on this 14th day of June, 1883, voluntarily convene a meeting of the stockholders of said Consolidated Tank Line Company and do each of us hereby vote and agree to increase the capital stock of said Consolidated Tank Line Company in the sum of one hundred thousand dollars, thus making the capital stock of said corporation $300,000.00 instead of $200,000.00.

TRUSTEES OF STANDARD OIL TRUST,
By J. A. BOSTWICK,
CHAS. PRATT,
Committee.

O. H. PAYNE.
W. P. THOMPSON.
H. A. HUTCHINS.
GEO. H. VILAS.
W. H. LOOMIS.
ALEX. MCDONALD.
JAMES MCDONALD.

THE STATE OF OHIO, *Hamilton County, ss:*

Alexander McDonald and James McDonald, being severally sworn, say that said Alexander McDonald is president and said James McDonald is treasurer of the said Consolidated Tank Line Company; that the foregoing certificate is signed by each and all the stockholders of the said corporation, the Consolidated Tank Line Company. That no person other than those who have signed said certificate own or have any interest in any stock of said corporation. That we are well acquainted with the signatures of said persons signing said certificate and that the signatures thereto are genuine. That the foregoing is a correct statement of the action of said corporation and of the action of the stockholders thereof at their meeting, and that the original capital stock of said corporation to wit, $200,000.00, is fully paid.

ALEXANDER MCDO.
JAMES MCDONALD.

Subscribed by Alexander McDonald and James McDonald in my presence and sworn to by them at Cincinnati, Ohio, this 28th day of June, A. D. 1883.

[SEAL.]

STEPHEN H. WILDER,
Notary Public within and for Hamilton Co., Ohio.

THE CONSOLIDATED TANK LINE COMPANY.

Increase of capital stock to $600,000.00.

To the SECRETARY OF STATE,
Columbus, Ohio.

The undersigned, president and secretary of said Consolidated Tank Line Company, do hereby certify that a voluntary meeting of all the stockholders of said Consolidated Tank Line Company was convened at its office in Cincinnati, Ohio, on the thirtieth day of September, A. D. 1884, at which meeting every stockholder was present and the following proceedings were had and the following agreement in writing was signed and executed by each and every stockholder, to wit:

"*Resolved*, and it is agreed by each and all of us, that we hereby waive the publication of any notice or the sending of any letter to us, or either of us, of the time and place of convening this meeting, and we further agree that the capital stock of said Consolidated Tank Line Company be and is hereby increased in the sum of three hundred thousand dollars, thus making the capital stock six hundred thousand dollars instead of three hundred thousand dollars, and the president and secretary of this company are hereby instructed to certify the action of this meeting to the secretary of state at Columbus, Ohio.

"O. H. PAYNE.
"H. A. HUTCHINS.
"W. P. THOMPSON.
"ALEX. MCDONALD & Co.
"JAMES MCDONALD."

And we, the president and secretary of said Consolidated Tank Line Company, do further certify that the above-named persons are all the stockholders and own all the capital stock of said Consolidated Tank Line Company, and that the foregoing is a full, true, and correct copy of the action of said stockholders' meeting.

In witness whereof we hereunto set our names officially this thirtieth day of September, 1884.

ALEX. MCDONALD, *President.*
W. P. THOMPSON, *Secretary.*

THE STATE OF OHIO, *Hamilton County, ss.:*

The undersigned, Alexander McDonald, being duly sworn, says that he is president of the Consolidated Tank Line Company, which is a corporation organized under the laws of the State of Ohio, and that the facts stated in the foregoing certificate and proceedings are true.

ALEX. MCDONALD.

Subscribed by said Alexander McDonald in my presence, and sworn to by him before me, at Cincinnati, Ohio, this thirtieth day of September, 1884.

[SEAL.]

CHAS. B. WARRINGTON,
Notary Public for Hamilton Co., O.

THE STATE OF OHIO, *Cuyahoga County, ss.:*

The undersigned, William P. Thompson, being duly sworn, says that he is secretary of the Consolidated Tank Line Company, which is a corporation organized under the laws of the State of Ohio, and that the facts stated in the foregoing certificate and proceedings are true.

W. P. THOMPSON.

Subscribed by said William P. Thompson in my presence, and sworn to by him before me, at Cleveland, Ohio, this thirtieth day of September, 1884.

[SEAL.]

F. W. LOTHMAN
Notary Public for Cuyahoga County. O.

To the SECRETARY OF STATE,
Columbus, Ohio.

The undersigned, president and treasurer of the Consolidated Tank Line Company, do hereby certify that a voluntary meeting of all the stockholders of said Consolidated Tank Line Company was convened at its office in Cincinnati, Ohio, on the first day of March, A. D. 1886.

At which meeting every stockholder was present, and the following proceedings were had, and the following agreement in writing was signed by each and every stockholder, to wit:

"We, the undersigned stockholders in and owners of all the stock in the Consolidated Tank Line Company, a corporation organized and existing under and by virtue of the laws of the State of Ohio, do hereby waive the publication and service of any notice of the time, place, and object of this meeting. And do hereby on this first day of March, 1886, voluntarily convene a meeting of the stockholders of said Consolidated Tank Line Company, and do each of us vote for and agree to increase the capital stock of said Consolidated Tank Line Company in the sum of four hundred thousand dollars, thus making the capital stock of said corporation $1,000,000.00 instead of $600,000.00.

Cincinnati, Ohio, March 1st, 1886.

(Signed) "W. P. THOMPSON.
"ALEX. MCDONALD.
"FRANK ROCKEFELLER.
"JAS. MCDONALD.
"ALEX. MCDONALD & CO."

[CORPORATE SEAL.]

STATE OF OHIO, *Hamilton County, ss.*

Alexander McDonald and James McDonald, being severally sworn, say that said Alexander McDonald is president and said James McDonald is vice-president and treasurer of the said Consolidated Tank Line Company. That the foregoing certificate is signed by each and all of the stockholders of the said corporation, the Consolidated Tank Line Company.

That no person other than those who have signed said certificate own or have any interest in any stock of said corporation. That we are well acquainted with the signatures of said persons signing said certificate, and that the signatures thereto are genuine. That

the foregoing is a correct statement of the action of said corporation and of the action of the stockholders thereof at their meeting. And that the heretofore capital stock of said corporation, to wit, $600,000.00, is fully paid up.

ALEX. MCDONALD.
JAMES MCDONALD.

Subscribed by Alexander McDonald and James McDonald in my presence and sworn to by them, at Cincinnati, Ohio, this 3rd day of March, 1886.

[SEAL.]

J. HARTWELL CABELL,
Notary Public in & for Hamilton Co., Ohio.

[Certificate under Section 906, Revised Statutes of the United States.]

UNITED STATES OF AMERICA,
STATE OF OHIO,
OFFICE OF THE SECRETARY OF STATE.

I, Carmi A. Thompson, secretary of state of the State of Ohio, and being the officer who, under the constitution and laws of said State, is duly constituted the keeper of the records of articles of incorporations of all companies incorporated under the laws thereof, and the records of all papers relating to the creation of said incorporated companies, and empowered to authenticate exemplifications of the same, do hereby certify that the annexed instrument is an exemplified copy, carefully compared by me with the original record now in my official custody as secretary of state and found to be true and correct, of the articles of incorporation of the "Consolidated Tank Line Company" filed in this office on the 18th day of January, A. D. 1878, and recorded in volume 17, page 190; and of the certificate of increase of capital stock of said company, filed in this office on the 5th day of July, A. D. 1883, and recorded in volume 27, page 558; and of the certificate of increase of capital stock of said company, filed in this office on the 10th day of October, A. D. 1884, and recorded in volume 31, page 42; and of the certificate of increase of capital stock of said company, filed in this office on the 5th day of March, A. D. 1886, and recorded in volume 34, page 459, respectively, of the Records and Incorporations; that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

In testimony whereof I have hereunto attached my official signature and the great seal of the State of Ohio, at Columbus, this 7th day of December, A. D. 1908.

[The great seal of the State of Ohio.]

CARMI A. THOMPSON,
Secretary of State.

DEFENDANTS' EXHIBIT 326.

Keystone Refining Company.

[Incorporated June 21st, 1876. Capital stock, 750 shares, $100 each.]

ORIGINAL ISSUE.

	July 17, 1876.	December 24, 1878.	January 4, 1879.	March 21, 1879.	May 8, 1879.	June 15, 1882.
John Herman Barnsley	75					
Thomas P. Chambers	125*	125				
Henry Y. Pickering	200*	200	200	275	75	75
Samuel Comfort	200*	275	275	275	75	75
Thomas P. Chambers	75	75	75	75	75	75
Horace W. Roberts	75	75	75			
Jno. D. Archbold			125	125	5	5
Geo. H. Vilas, M. R. Keith, and Geo. F. Chester, trustees					520	
Trustees of Standard Oil trust						520
	750	750	750	750	750	750

Assigned July 17, 1876, to Chas. Pratt & Wm. L. Warden, but not transferred on the books; Pratt & Warden assigned 125 shares to John D. Archbold Jan. 4th, 1879, and the other 400 were assigned by them to Vilas, Keith & Chester, trustees.

DEFENDANTS' EXHIBIT 326-A.

INCORPORATION
of
KEYSTONE REFINING
COMPANY.
Recorded June 23d,
1876.
Wm. F. Dickson, Recorder.

The undersigned do hereby certify that they have associated themselves together for the purpose of organizing a corporation under the provisions of an act of assembly of the Commonwealth of Pennsylvania, approved April twenty-ninth, A. D. one thousand eight hundred and seventy-four, and to that end hereby declare—

First. The name of the corporation is to be "Keystone Refining Company."

Second. The purpose for which it is formed is the refining, selling, and buying petroleum and its products.

Third. The place where its business is to be carried on is Titusville, Crawford County, Pennsylvania.

Fourth. The term for which said corporation is to exist is fifty years.

Fifth. The names and residence of the subscribers, and the number of shares subscribed for by each are as follows:

Henry Y. Pickering, Titusville, Penna., two hundred shares.
Thomas P. Chambers, Newtown, Bucks Co., Pa., two hundred shares.
Samuel Comfort, Titusville, Penna., two hundred shares.
Horace W. Roberts, Titusville, Penna., seventy-five shares.
John Hernan Barnsley, Newtown, Bucks Co., Pa., seventy-five shares.

Sixth. The number of the directors of said corporation is three, and the names and residences of those chosen for the first year are as follows:

Henry Y. Pickering, Titusville, Crawford Co., Pa.
Thomas P. Chambers, Newtown, Bucks Co., Pa.
Samuel Comfort, Titusville, Crawford Co., Pa.

Seventh. The amount of the capital stock of said corporation is seventy-five thousand dollars, and it is divided into seven hundred and fifty shares of one hundred dollars each.

Eighth. Ten per centum of the capital stock of said corporation has been paid in cash to the treasurer, whose name and residence is Samuel Comfort, Titusville, Crawford Co., Pa.

(Signed) HENRY Y. PICKERING.
THOMAS P. CHAMBERS.
SAMUEL COMFORT.
JOHN HERNAN BARNSLEY.
HORACE W. ROBERTS.

STATE OF PENNSYLVANIA, } ss:
County of Crawford, }

On the thirteenth day of June, one thousand eight hundred and seventy-six, before me, recorder of deeds, in and for the county and State aforesaid, personally appeared Henry Y. Pickering, Samuel Comfort, and Horace W. Roberts, who signed the foregoing certificate and severally acknowledged the same to be their act and deed, to the end that the same might be recorded pursuant to the act of assembly, approved April 29, 1874.

Recorder's Office Crawford County, Pa.

(Signed) WM. F. DICKSON, *Recorder.*

STATE OF PENNSYLVANIA, } *ss:*
County of Crawford, }

On the thirteenth day of June, A. D. one thousand eight hundred and seventy-six, before me, Wm. F. Dickson, recorder of deeds, in and for said State and county, personally appeared Henry Y. Pickering, Samuel Comfort, and Horace W. Roberts, whose signatures are appended to the foregoing certificate, and each being duly sworn according to law did depose and say that the statement contained in the foregoing and aforesaid certificate is true.

Recorder's Office Crawford County, Pa.

(Signed) HENRY Y. PICKERING.
SAMUEL COMFORT.
HORACE W. ROBERTS.

Sworn and subscribed before me this 13" day of June, A. D. 1876.
WM. F. DICKSON, *Recorder.*

EXECUTIVE CHAMBER,
Harrisburg, June 21st, 1876.

Hon. M. S. QUAY,
Secretary of the Commonwealth:

Having examined the within application and found it to be in proper form, and within the purposes of the class of corporations specified in section two of the act entitled, An act to provide for the incorporation and regulation of certain corporations, approved April 29", A. D. 1874, I hereby approve the same and direct that letters patent issue according to law.

(Signed) J. F. HARTRAUFT,
Governor.

PENNSYLVANIA, *ss:*

Enrolled in charter book No. 9, pages 572 & 573.

Witness my hand and seal of office at Harrisburg this 21st day of June, A. D. 1876.

(Signed) M. S. QUAY,
Secretary of Commonwealth.

[Seal of the secretary's office, Pennsylvania.]

STATE OF PENNSYLVANIA, } *ss:*
County of Crawford. }

I, A. G. Oster, recorder of deeds in and for the county of Crawford, State of Pennsylvania, do hereby certify that the foregoing instrument is a full, complete, and exact copy of the application for incorporation of the "Keystone Refining Company," including the order of the governor and the certificate of the secretary of Commonwealth, attached thereto, as it appears of record in Agreement Book C, at pages 134 and 135, in the office for the recording of deeds in and for the county of Crawford aforesaid.

In witness whereof, I have set my hand and caused my official seal to be attached at Meadville, Crawford County, Pennsylvania, this 7th day of December, A. D. 1908.

A. G. OSTER,
Recorder of Deeds.

[Seal recorder's office, Crawford County, Pa.]

COMMONWEALTH OF PENNSYLVANIA.

CRAWFORD COUNTY, *ss:*

I, Thos. J. Prather, president judge of the 30th judicial district, consisting of the county of Crawford, do certify that A. G. Oster, whose name appears to the above and foregoing certificate, is the recorder of deeds of the county of Crawford, Pa., and the seal by him thereto affixed is the seal of said office, and also that his attestation of the said record is in due form.

Witness my hand and seal this ninth day of December, A. D. 1908.

P. J., THOS. J. PRATHER. [SEAL.]

COMMONWEALTH OF PENNSYLVANIA.

CRAWFORD COUNTY, *ss:*

I, D. T. McKay, jr., prothonotary of the court of common pleas in and for said county, do certify that Hon. Thomas J. Prather is now and was at the time of signing the above certificate, president judge of the 30th judicial district of said Commonwealth, consisting of the county of Crawford, duly commissioned and qualified according to law, and that his signature to the said certificate is genuine.

Seal
Court Common
Pleas
Crawford
County
Pa.

In testimony whereof, I have hereunto set my hand and affixed the seal of said court, at Meadville, this 9th day of December, A. D. 1908.

D. T. MCKAY, Jr.,
Prothonotary.

On the back of this document is the following:

"Certified copy
of
Keystone Refining Company.

A. G. OSTER,
Register and Recorder
Crawford County,
Penn'a."

DEFENDANTS' EXHIBIT 327.

[Copy.]

No. 687.

COMMONWEALTH OF MASSACHUSETTS.

Be it known that whereas Charles M. Carter, C. Frederick Carter, John D. Archbold, and George F. Chester have associated themselves with the intention of forming a corporation under the name of Maverick Oil Company, for the purpose of manufacturing, refining, and dealing in petroleum and the products of petroleum and dealing in oils and naval stores with a capital of one hundred thousand dollars and have complied with the provisions of the statutes of this Commonwealth in such case made and provided, as appears from the certificate of the president, treasurer, and directors of said corporation, duly approved by the Commissioner of Corporations, and recorded in this office:

Now, therefore, I, Henry B. Peirce, secretary of the Commonwealth of Massachusetts, do hereby certify that said Chas. M. Carter, C. Frederick Carter, John D. Archbold, and George F. Chester, their associates and successors, are legally organized and established as and are hereby made an existing corporation under the name of Maverick Oil Company with the powers, rights, and privileges, and subject to the limitations, duties, and restrictions which by law appertain thereto.

Witness my official signature hereunto subscribed, and the seal of the Commonwealth of Massachusetts hereunto affixed, this tenth day of July, in the year of our Lord one thousand eight hundred and seventy-seven.

[L. S.] (Signed) HENRY B. PEIRCE,
Secretary of the Commonwealth.

COMMONWEALTH OF MASSACHUSETTS,
OFFICE OF THE SECRETARY,
Boston, December 7, 1908.

I hereby certify that the foregoing is a true copy of the record of the certificate of incorporation of Maverick Oil Company, organized under the provisions of chapter two hundred and twenty-four, section eleven, of the acts of the year eighteen hundred and seventy; and I further certify that said corporation was dissolved by chapter one hundred and seventy-seven of the acts of the year nineteen hundred and four.

[SEAL]

(Sigillum Reipublicæ Massachusettensis. Ense Petit Placida Sub Libertate Quietem.)

Witness the great seal of the Commonwealth.

WM. M. OLIN,
P. F. J. C.
Secretary of the Commonwealth.

DEFENDANTS' EXHIBIT 328.

National Transit Company.

[Incorporated. Original issue of stock 588,000 shares.]

		April 20 1882.		
To Geo. B. Bonnell 69,000 shares (transferred on date of issue to parties for whose account same were issued):			To trustees of Standard Oil Trust.	382,80
For account of Henry H. Houston	15,900		To H. M. Flagler	1
William Thaw	17,000		Benj. Brewster	1
Jos. D. Potts	16,420		Jno. D. Archbold	1
Mrs. Mary D. Potts	500		J. A. Bostwick	1
Emma Pollock	50		W. G. Warden	1
Julia J. Merritt	20			
Geo. B. Bonnell	6,000			588,00
C. A. Griscom	5,000			
Frank Thompson	2,000			
Jacob L. Gossler	360			
Josephine W. Dean	720			
Elizabeth W. Hepburn	140			
Wm. H. Barnes	1,500			
Anna I. Houston	720			
Chas. A. Sterling	2,000			
Chas. M. Johnson	580			
International Navigation Co.	15,000			
To Vilas, Keith and Chester, trustees	1,000	(Transferred on date of issue to Geo. B. Bonnell.)		
To Vilas, Keith and Chester, trustees	503,000			

DEFENDANTS' EXHIBIT 329.

Producers Consolidated Land & Petroleum Company.

[Prior to October, 1877, stock was held by a number of individuals, by some of whom stock was assigned to persons hereafter named. Stock reduced in 1879 from 25,000 shares to 10,000 shares and new stock issued for reduced amounts.]

Issued (old shares).		Issued (new shares).		Issued to trustees of Standard Oil Trust.	
Oct. 9/77, Geo. F. Chester	1,800	Oct. 15/79, Vilas, Keith & Chester.	6,000		
Nov. 1/77, "	200	" Dan'l O'Day	40	July 10/82	6,33[illegible]
Nov. 2/77, Joel Freeman	4,500	Oct. 20/79, Vilas, Keith & Chester.	140		
" Dan'l O'Day	4,000	" Joel F. Freeman	45-1/5		
" Geo. F. Chester	4,000	Nov. 20/79, Vilas, Keith & Chester.	248		
		" Joseph Bushnell	40		
All the above except 100 shares assigned to Vilas, Keith & Chester, trustees, April 8/79. 100 shares to Dan'l O'Day.					

DEFENDANTS' EXHIBIT 880.

Signal Oil Works (Limited).

[Incorporated September 18th, 1879. Capital stock, $16,000. Capital stock increased March 4, 1882, to $100,000.]

September, 1879.		September 17, 1881.		March 4, 1882.		July 1, 1882.		September 27, 1882.	
Charles Miller	50	Chas. Miller	50	J. C. Sibley	250	Mrs. M. E. Sibley	150	Mrs. M. E. Sibley	150
J. C. Sibley	40	J. C. Sibley	40	Chas. Miller	312½	Jos. C. Sibley	100	Jos. C. Sibley	100
Jno. D. Archbold	30	Thos. Brown	8	Jno. D. Archbold	187½	Chas. Miller	312½	Chas. Miller	312½
F. Q. Barstow	20	J. D. Archbold	22	F. Q. Barstow	125	J. D. Archbold	137½	J. D. Archbold	1
D. McIntosh	20	F. Q. Barstow	20	Duncan McIntosh	125	Frank Q. Barstow	125	Frank Q. Barstow	1
		D. McIntosh	20			Duncan McIntosh	125	Duncan McIntosh	1
						Gertrude M. Brown	50	Gertrude M. Brown	50
								Trustees of Standard Oil Trust	384½
	160		160		1,000		1,000		1,000

DEFENDANTS' EXHIBIT 330-A.

Be it known that we, Joseph C. Sibley and Charles C. Miller, of Franklin, Venango County, Pennsylvania, and John D. Archbold and Frank Q. Barstow, of Titusville, Crawford County, Pennsylvania, and Duncan McIntosh, of Oil City, Venango County, Pennsylvania, desire to form and hereby do form a partnership association under and in pursuance of the act of the legislature of the Commonwealth of Pennsylvania, approved June 2nd, 1874 (and the acts of the said legislature supplementary thereto), which act is entitled "An act authorizing the formation of partnership associations, in which the capital subscribed shall alone be responsible for the debts of the association, except under certain circumstances," and to that end we do here make, sign, and acknowledge the following statement in writing in pursuance of the said laws, to wit:

The full names of the persons forming this partnership association are Joseph C. Sibley, Charles Miller, John D. Archbold, Frank Q. Barstow, and Duncan McIntosh, and their respective residences are as above stated. The total amount of capital of this association is sixteen thousand dollars, which is to be paid in cash before the recording of this statement. The amount of capital of the said association subscribed for and to be paid by each of us is as follows: Four thousand dollars by the said Joseph C. Sibley; five thousand dollars by the said Charles Miller; three thousand dollars by the said John D. Archbold, two thousand dollars by the said Frank Q. Barstow, and two thousand dollars by the said Duncan McIntosh.

The character of the business to be conducted by this association is the manufacture and sale of Signal and Valve and dealings in railroad oils generally. The location of the business of this association is at Franklin, Venango County, Pennsylvania. The name of this association is "Signal Oil Works, Limited."

The contemplated duration of this association is twenty years.

The names of the officers of this association selected for one year and until their successors are duly installed are as follows, to wit: Joseph C. Sibley, Charles Miller, John D. Archbold, Frank Q. Barstow, and Duncan McIntosh, managers, of whom Joseph C. Sibley is chairman and Frank Q. Barstow is secretary and treasurer.

Witness our hands and seals this seventeenth day of September, A. D. 1879.

J. C. SIBLEY, [SEAL.]
CHAS. MILLER, [SEAL.]
JOHN D. ARCHBOLD, [SEAL.]
FRANK Q. BARSTOW, [SEAL.]
DUNCAN MCINTOSH. [SEAL.]

STATE OF PENNSYLVANIA, } ss.:
County of Crawford. }

On this seventeenth day of September, A. D. 1879, a notary public in and for the said county, personally came the above-named John D. Archbold and Frank Q. Barstow and acknowledged the above instrument of writing to be their act and deed and desired to have it recorded.

Witness my hand and notarial seal, the day and year last aforesaid.

[SEAL.] JOS. T. CHASE,
Notary Public.

STATE OF PENNSYLVANIA, } ss.:
County of Venango.

On this eighteenth day of September, A. D. 1879, before me, a justice of the peace in and for the said county, personally came the above-named Duncan McIntosh and acknowledged the above instrument of writing to be his act and deed and desired that the same might be recorded as such.

W. F. GROVES, *J. P.* [SEAL.]

STATE OF PENNSYLVANIA, } ss.:
County of Venango.

On this eighteenth day of September, A. D. 1879, before me, an alderman in and for the said county, personally came the above-named Joseph C. Sibley and Charles Miller and acknowledged the above instrument of writing to be their act and deed, and desired that the same might be recorded as such.

JOHN HASLET. [SEAL.]
Alderman.

Recorded Sept. 18, 1879.

COMMONWEALTH OF PENNSYLVANIA, } ss.:
Venango County.

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, [SEAL.] (Recorder's Office, Venango Co., Pa.) do hereby certify that the foregoing is true, correct, and compared copy of a certain Articles of Association of Signal Oil Works, Limited, as remains of record in my office, in charter book, vol. 4, page 422.

In witness whereof, I have hereunto set my hand and affixed my official seal, at Franklin, this 9th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss.:
Venango County.

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law, and made by the proper officer.

Witness my hand and seal this 9th day of December, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA, } ss.:
Venango County.

I, Judd Thompson, prothonotary of the court of common pleas [SEAL] Court of common pleas, Venango County, Pa. for said county, certify that Honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was, at the date

thereof, president judge of said court, duly commissioned, and sworn and acting.

In witness whereof, I have hereunto set my hand and affixed the seal of said court, this 9th day of December, A. D. 1908.

JUDD THOMPSON, *Prothonotary.*

This document bears the following endorsement:

Articles of Association
of
Signal Oil Works, Limited.
Certified copy.

DEFENDANTS' EXHIBIT 330-B.

FRANKLIN, PENN'A.

Be it known, that Joseph C. Sibley and Charles Miller, of Franklin, Pa., John D. Archbold and Frank Q. Barstow, of the city of New York, and Duncan McIntosh, of Oil City, Pa., partners composing the association known as the Signal Oil Works (Limited), being desirous to increase the capital of said association from sixteen thousand to one hundred thousand dollars, do make and file the following amended statement:

That the assets now belonging to the Signal Oil Works (Limited), consisting of its buildings, machinery, fixtures, stock on hand, and other personal property, are of the total value of one hundred thousand dollars, and the said partners hereby each contributed his due portion of said property and assets over and above the present nominal capital of said association for the purpose of capitalizing the entire property of said association. The amount of the increase of capital is $84,000, which is contributed by each partner as follows:

Joseph C. Sibley, 25%, or	$21,000,	making his total capital.....	25,000
Charles Miller, 31 25/100%, or	$26,250,	" " " "	31,250
John D. Archbold, 18 75/100%, or	$15,750,	" " " "	18,750
Frank Q. Barstow, 12 5/100%, or	$10,500,	" " " "	12,500
Duncan McIntosh, 12 5/100%, or	$10,500,	" " " "	12,500
	84,000		100,000

In witness whereof, the said parties have hereunto set their hands and seals this fourth day of March, A. D. 1882.

J. C. SIBLEY. [SEAL.]
CHAS. MILLER. [SEAL.]
JOHN D. ARCHBOLD. [SEAL.]
FRANK Q. BARSTOW. [SEAL.]
DUNCAN MCINTOSH. [SEAL.]

STATE OF NEW YORK, } ss:
City of New York. }

Personally appeared before me, Jas. W. Hale, a commissioner for the State of Pennsylvania, residing in the city of New York, John D. Archbold and Frank Q. Barstow, personally known to me as two of the signers to the foregoing instrument of writing, and acknowledged the same to be their act and deed for the purposes therein set forth.

Witness my hand and seal this fourth day of March, A. D. 1882.

JAS. W. HALE. [SEAL.]
Com'r for Pennsylvania in New York.

STATE OF PENNSYLVANIA, } ss:
Venango County. }

Personally appeared before me, a notary public in and for the county aforesaid, Joseph C. Sibley, Charles Miller, and Duncan McIntosh, and acknowledged the foregoing instrument of writing to be their act and deed for the purposes therein set forth.

Witness my hand and seal this eighth day of March, A. D. 1882.

F. W. HASTINGS. [SEAL.]
Notary Public.

Recorded March 10, 1882.

COMMONWEALTH OF PENNSYLVANIA, } ss:
Venango County. }

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct, and compared copy of a certain Amendment to Articles of Association of Signal Oil Works (Limited), as remains of record in my office, in charter book, vol. 5, page 1.

[SEAL.]

(Recorder's office, Venango Co., Pa.)

In witness whereof I have hereunto set my hand and affixed my official seal, at Franklin, this 9th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss:
Venango County, }

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law, and made by the proper officer.

Witness my hand and seal this 9th day of December, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA, } ss:
Venango County. }

I, Judd Thompson, prothonotary of the court of common pleas for said county, certify that Honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was, at the date thereof, president judge of said court, duly commissioned, and sworn and acting.

[SEAL.]

(Court of Common Pleas Venango County, Pa.)

In witness whereof I have hereunto set my hand and affixed the seal of said court, this 9th day of December, A. D. 1908.

JUDD THOMPSON, *Prothonotary.*

This document bears the following endorsement:

Amendment to
Articles of Association
of
Signal Oil Works (Limited).
Certified Copy.

DEFENDANTS' EXHIBIT 331.

Thompson & Bedford Company, Ltd.

[Organized 1880. Capital stock 2,500 shares, $100 each.]

ORIGINAL ISSUE.

	August 9th, 1880.	August 13th, 1880.	July 14, 188
Richard J. Thompson	1,050		
Henry Soffe	100		
Edward T. Bedford	1,050	250	2
Theodore Newman	50		
Frederick H. Bedford	50		
Charles E. Dingee	100		
John F. Dingee	100		
Orville T. Waring		400	
Ambrose M. McGregor		400	
Richard J. Thompson		250	2
Thomas Brown		400	
Jno. D. Archbold		400	
Henry H. Rogers		200	
Standard Oil Trust (John D. Rockefeller and others)			1,5
	2,500	2,500	2,5

THOMPSON & BEDFORD COMPANY (LIMITED).

Certificate of incorporation certified. Dated Aug. 3, 1880.
Certificate of payment of capital stock, dated Aug. 10, 1880.
Certificate as to reduction of directors, dated 1890.

DEFENDANTS' EXHIBIT 331-A.

FORM 2.—6-17-08-100 (2-9943).

UNITED STATES OF AMERICA.

STATE OF NEW YORK.

By John S. Whalen, secretary of state and custodian of the great seal thereof.

It is hereby certified that James L. Whalen was, on the day of the date of the annexed certificate and attestation, deputy secretary of state of the State of New York, and duly authorized by the laws of said State to make such attestation and certificate and to perform the duties belonging to the secretary of state in making such attestation and certificate, in like manner as said secretary of state; that the said certificate and attestation are in due form and executed by the proper officer; that the seal affixed to said certificate and attestation is the seal of office of the secretary of state of the State of New York; that the signature thereto of the said deputy secretary of state is in his own proper handwriting and is genuine; and that full faith and credit, may and ought to be given to his official acts; and, further, that the secretary of state is the custodian of the Verified Record of Certificate of Incorporation so certified and attested and custodian of the great seal of said State, hereunto affixed.

In testimony whereof, the great seal of the State is hereunto affixed.

[THE GREAT SEAL OF THE STATE OF NEW YORK.]

Witness my hand at the city of Albany, the eighth day of December, in the year of our Lord one thousand nine hundred and eight.

JOHN S. WHALEN,
Secretary of State.

FORM 16.

STATE OF NEW YORK, }
Office of the Secretary of State, } *ss:*

It is hereby certified that an original certificate for the formation of a corporation in the class of limited liability corporations, under the corporate name of Thompson & Bedford Company (Limited), was filed in the office of the secretary of state, under chapter 611, Laws of 1875, entitled "An act to provide for the organization and regulation of certain business corporations," on the third day of August, 1880, and that the following is a true and correct copy of said original certificate (the same having been compared with said original) and of the whole thereof.

STATE OF NEW YORK, }
City and County of New York, } *ss.:*

We, the undersigned, Richard J. Thompson and Henry Soffe, both of the city, county, and State of New York; Edward T. Bedford, Theodore Newman, and Frederick H. Bedford, all of the city of Brooklyn, county of Kings, and State of New York, all of us being citizens and residents of the State of New York, do hereby certify—

That we propose to form a corporation in the class of limited-liability companies under the provisions of the act of the legislature of the State of New York entitled "An act to provide for the organization and regulation of certain business corporations," passed June 21st, 1875.

That the name of such proposed corporation shall be Thompson & Bedford Company (Limited).

That the object for which it is to be formed is the buying, selling, exporting, and dealing in lubricating oils and preparations and paraffines and paraffine products, at the said city of New York and elsewhere in the United States and foreign countries.

That the amount of the capital stock of the said corporation shall be two hundred and fifty thousand dollars.

That the number of shares of which such capital stock shall consist is twenty-five hundred, of the par value of one hundred dollars each.

That the location of the principal business office of the said corporation is to be in the city and county of New York, in the State of New York.

That the duration of the said corporation is to be for the term of fifty years, commencing on the first day of August, in the year one thousand eight hundred and eighty.

Witness our hands this thirtieth day of July, in the year one thousand eight hundred and eighty.

RICHARD J. THOMPSON.
HENRY SOFFE.
E. T. BEDFORD.
THEODORE NEWMAN.
FREDERICK H. BEDFORD.

STATE OF NEW YORK, }
City and County of New York, } *ss.:*

On the second day of August, A. D. 1880, before me personally came Richard J. Thompson, Henry Soffe, Edward T. Bedford, Theodore Newman, and Frederick H. Bedford, to me known to be the individuals described in and who executed the foregoing certificate, and severally acknowledged that they executed the same for the purposes therein mentioned.

In witness whereof I have hereunto set my hand and affixed my official seal the day and year last above written.

[SEAL.]

JAS. W. HALE,
Notary Public,
69 Wall st.

STATE OF NEW YORK, }
City and County of New York, } *ss.:*

I, William A. Butler, clerk of the city and county of New York, and also clerk of the supreme court for the said city and county, the same being a court of record, do hereby certify that Jas. W. Hale, whose name is subscribed to the certificate of the proof or acknowledgment of the annexed instrument and thereon written, was at the time of taking such proof and acknowledgment a notary public in and for the city and county of New York, dwelling in the said city, commissioned and sworn, and duly authorized to take the same. And, further, that I am well acquainted with the handwriting

of such notary and verily believe that the signature to the said certificate of proof or acknowledgment is genuine. I further certify that said instrument is executed and acknowledged according to the law of the State of New York.

In testimony whereof I have hereunto set my hand and affixed the seal of the said court and county the 2d day of August, 1880.

WM. A. BUTLER, *Clerk.*

[SEAL.]

FORM 14.

And it is further hereby certified that upon the filing of said certificate, of which the foregoing is a true and correct copy, on the third day of August, 1880, as aforesaid, a license was issued by the secretary of state pursuant to said act to the five persons named in and who made and acknowledged said certificate, empowering them as commissioners to open books for subscriptions to the capital stock of said proposed corporation at such times and places as they might determine.

And a verified record of the proceedings of said commissioners having this tenth day of August, 1880, been filed in the office of the secretary of state, containing a copy of the subscription list to the capital stock of said proposed corporation, together with a copy of the by-laws for said proposed corporation adopted by the subscribers to said capital stock at a meeting of said subscribers at the office of Thompson & Bedford, No. 134 Front street, in the city of New York, on the ninth day of August, 1880, pursuant to the provisions of said act, as appears from said verified record aforesaid, at which subscribers's meeting as aforesaid seven directors (being the number provided for in the said by-laws of said proposed corporation) were also chosen, whose names as further appears from said verified record of proceedings, filed as aforesaid, are as follows, to wit:

RICHARD J. THOMPSON.
EDWARD T. BEDFORD.
FREDERICK H. BEDFORD.
JOHN F. DINGEE.
HENRY SOFFE.
THEODORE NEWMAN.
CHARLES E. DINGEE.

Now, therefore, I, Anson S. Wood, dep. secretary of state, do hereby certify that said corporation, to wit: Thompson & Bedford Company (Limited), is fully organized in accordance with said act, chapter 611, Laws of 1875; and that all the provisions of said act have been duly observed in the organization of said corporation as herein above set forth.

Witness my hand and the seal of office of the secretary of state, at the city of Albany, this tenth day of August, 1880.

State of New York
Seal
Secretary of State

ANSON S. WOOD,
Deputy Secretary of State.

Filed and recorded August 10th, 1880, and agrees with the original as compared therewith by me.

ANSON S. WOOD,
Deputy Secretary of State.

FORM 35.—11-29-07-100 (2-6593)

STATE OF NEW YORK,
Office of the Secretary of State. } ss:

I have compared the preceding copy of certificate of incorporation of Thompson & Bedford Company (Limited) with the record thereof remaining in this office, in book entitled "Record of Incorporations," number 2, at page 457, and I do hereby certify the same to be a correct transcript therefrom and of the whole thereof.

Witness my hand and the seal of office of the secretary of state, at the city of Albany, this eighth day of December, one thousand nine hundred and eight.

State of New York Seal
Secretary of State

JAMES L. WHALEN,
Deputy Secretary of State.

DEFENDANTS' EXHIBIT 331-B.

FORM 2.—6-17-08-100 (2-9943)

UNITED STATES OF AMERICA.

STATE OF NEW YORK.

By John S. Whalen, Secretary of State and Custodian of the Great Seal Thereof.

It is hereby certified, That James L. Whalen was, on the day of the date of the annexed certificate and attestation, deputy secretary of state of the State of New York, and duly authorized by the laws of said State to make such attestation and certificate and to perform the duties belonging to the secretary of state in making such attestation and certificate, in like manner as said secretary of state; that the said certificate and attestation are in due form and executed by the proper officer; that the seal affixed to said certificate and attestation is the seal of office of the secretary of state of the State of New York; that the signature thereto of the said deputy secretary of state is in his own proper handwriting, and is genuine; and that full faith and credit may and ought to be given to his official acts; and, further, that the secretary of state is the custodian of the Original Certificate of Payment of Capital Stock, so certified and attested, and custodian of the great seal of said State, hereunto affixed.

In testimony thereof, the great seal of the State is hereunto affixed.

Witness my hand at the city of Albany, the eighth day of December, in the year of our Lord one thousand nine hundred and eight.

The Great Seal of the State of New York

JOHN S. WHALEN,
Secretary of State.

We, the undersigned, the president and all of the directors of the Thompson & Bedford Company (Limited), a corporation organized August, 1880, under and by virtue of the act of the legislature of the State of New York, entitled "An act to provide for the organization and regulation of certain business corporations," passed June 21st, 1875, do hereby certify:

That the whole amount of the capital stock of the said corporation, to wit: the sum of Two hundred and fifty thousand dollars, has been paid in, in cash.

Witness our hands this tenth day of August, A. D. 1880.

[CORPORATE SEAL.]

HENRY SOFFE, *President.*
HENRY SOFFE.
RICHARD J. THOMPSON.
EDWARD T. BEDFORD.
THEODORE NEWMAN.
FREDERICK H. BEDFORD.
CHAS. E. DINGEE.
JOHN F. DINGEE.
} *Directors.*

STATE OF NEW YORK, }
City and County of New York, } *ss:*

Henry Soffe, Richard J. Thompson, Edward T. Bedford, Theodore Newman, Frederick H. Bedford, Charles E. Dingee and John F.

Dingee, being severally duly sworn, do each for himself, depose and say: that all and singular, the matters stated in the foregoing certificate signed by them are correct and true.

HENRY SOFFE.
RICHARD J. THOMPSON.
EDWARD T. BEDFORD.
THEODORE NEWMAN.
FREDERICK H. BEDFORD.
CHAS. E. DINGEE.
JOHN F. DINGEE.

Subscribed and sworn to, this tenth day of August, 1880, before me. Witness my hand and notarial seal.

[SEAL.]

JAS. W. HALE,
Public Notary, 69 Wall St.

STATE OF NEW YORK,
City and County of New York, } *ss:*

I, William A. Butler, clerk of the city and county of New York, and also clerk of the supreme court for the said city and county, being a court of record, do hereby certify that Jas. W. Hale before whom the annexed deposition was taken, was at the time of taking the same, a notary public of New York, dwelling in said city and county, duly appointed and sworn and authorized to administer oaths to be used in any court in said State, and for general purposes; and that his signature thereto is genuine, as I verily believe.

In testimony whereof, I have hereunto set my hand, and affixed the seal of the said court and county, the 13 day of August, 1880.

[SEAL.]

WM. A. BUTLER, *Clerk.*

(Endorsed):

Certificate of full payment
of
Capital Stock
of
Thompson & Bedford Company, (Limited).

STATE OF NEW YORK,
OFFICE OF THE SECRETARY OF STATE.

Filed and Recorded Aug. 14, 1880.

ANSON S. WOOD, *Deputy Secretary of State.*

FORM 40.—11-29-07-200—(2-65-89).

STATE OF NEW YORK,
Office of the Secretary of State. } *ss:*

I have compared the preceding with the certificate under section 5 of the business corporations law of Thompson & Bedford Company (Limited), filed and recorded in this office on the 14th day of August, 1880, and do hereby certify the same to be a correct transcript therefrom and of the whole thereof.

Witness my hand and the seal of office of the secretary of state, at the city of Albany, this eighth day of December, one thousand nine hundred and eight.

State of New York, Seal
Secretary of State.

JAMES L. WHALEN,
Deputy Secretary of State.

DEFENDANTS' EXHIBIT 331-C.

FORM 2.—6-17-08-100-(2-9943).

UNITED STATES OF AMERICA,

STATE OF NEW YORK,

By John S. Whalen, Secretary of State and Custodian of the Great Seal thereof.

It is hereby certified, that James L. Whalen was, on the day of the date of the annexed certificate and attestation, deputy secretary of state of the State of New York, and duly authorized by the laws of said State to make such attestation and certificate and to perform the duties belonging to the secretary of state in making such attestation and certificate, in like manner as said secretary of state; that the said certificate and attestation are in due form and executed by the proper officer; that the seal affixed to said certificate and attestation is the seal of office of the secretary of state of the State of New York; that the signature thereto of the said deputy secretary of state is in his own proper handwriting and is genuine; and that full faith and credit may and ought to be given to his official acts; and, further, that the secretary of state is the custodian of the Original Certificate of Reduction of Number of Directors so certified and attested and custodian of the great seal of said state, hereunto affixed.

The Great Seal of the State of New York

In testimony whereof, the great seal of the State is hereunto affixed.

Witness my hand at the City of Albany, the eighth day of December, in the year of our Lord one thousand nine hundred and eight.

JOHN S. WHALEN,
Secretary of State.

CERTIFICATE OF REDUCTION OF DIRECTORS OF THOMPSON & BEDFORD COMPANY (LIMITED) FROM SEVEN TO FIVE.

This is to certify that a meeting of the stockholders of the Thompson & Bedford Company (Limited) was held at 26 Broadway, in the city of New York, on the first day of December, A. D. 1890, pursuant to the following notice, to wit:

"Notice is hereby given that a meeting of the stockholders of the Thompson & Bedford Company (Limited) will be held at Room 106, No. 26 Broadway, New York, on the first day of December, A. D. 1890, at 10 o'clock a. m., for the purpose of voting upon a proposition to reduce the number of directors of said company from seven to five.

"L. D. CLARKE, *Secretary pro tem.*"

That a copy of such notice was given to every stockholder personally or by depositing the same in the post-office, properly addressed to his last known place of residence, and postage prepaid, at least five days before the time fixed for said meeting; that a

majority in interest of the owners of the stock of said company were present at the meeting in person, or by attorney duly authorized; that at said meeting the following resolution was offered, to wit:

"*Resolved*, That the number of directors of this company be reduced from seven to five.".

That the owners of 2,485 shares of stock, being a majority in interest of the owners of the stock of said company, voted in favor of said resolution and thereby adopted the same, and the undersigned, being the president of said corporation, and the secretary of the meeting aforesaid at which said change was made, do hereby state and certify that the number of directors of the Thompson & Bedford Company (Limited) has been reduced from secen to five.

O. T. WARING, *President.*
L. D. CLARKE, *Secretary.*

STATE OF NEW YORK, *City and County of New York* } *ss.:*

O. T. Waring, president of the Thompson & Bedford Company (Limited), and L. D. Clarke, secretary of the meeting at which the number of its directors was reduced, being duly sworn, each for himself, deposes and says that he has read the foregoing certificate and knows the contents thereof, and that said certificate is in all respects correct and true.

O. T. WARING.
L. D. CLARKE.

Severally subscribed and sworn to before me this 3d day of December, A. D. 1890.

[SEAL.] S. MARSHALL BUSSELLE,
Notary Public, New York.

(Endorsed):

Certificate of reduction
of Directors
of
Thompson & Bedford Company
(Limited).

STATE OF NEW YORK,
OFFICE OF SECRETARY OF STATE.

Filed and Recorded Dec. 10, 1890.

TH. E. BENEDICT,
Deputy Secretary of State.

FORM 23.—11-29-07-400 (2-6588).

STATE OF NEW YORK, *Office of the Secretary of State.* } *ss:*

I have compared the preceding with the original certificate to reduce the number of directors of Thompson & Bedford Company (Limited), filed and recorded in this office on the 10th day of December, 1890, and I do hereby certify the same to be a correct transcript therefrom and of the whole thereof.

Witness my hand and the seal of office of the secretary of state, at the city of Albany, this eighth day of December, one thousand nine hundred and eight.

State of New York. Seal

Secretary of State.

JAMES L. WHALEN,
Deputy Secretary of State.

DEFENDANTS' EXHIBIT 332.

Devoe Manufacturing Company.

[Incorporated March 2, 1868. Capital, $500,000. $100 each. Stock reduced October 25, 1878, from $500,000 (5,000 shares) to $300,000 (3,000 shares), each stockholder's holdings being proportionately reduced.]

	January 14, 1873.	March 3/73.	June 10/73.	Jan. 15/75.	Jan. 20/75.	April 6/75.	June 1/77.	Sept. 10/7
William Rockefeller	1	1	1	1	3,999	4,499	4,500	4,49
O. B. Jennings	1							
J. A. Bostwick	1							
J. A. Bostwick, trustee	4,997							
Charles Pratt		500	500	500	500			
A. J. Pouch		864	819					
Josiah Macy, jr		455	500	500	500	500	500	5
James H. Lounsberry		1	1	1	1	1		
H. M. Flagler, in trust		3,179	3,179	3,998				
James McGee								
Paul Babcock, jr								

Devoe Manufacturing Company—(Continued).

	Outstanding November 25, 1878.	Outstanding April 23, 1879.	May 20, 18
William Rockefeller	2,698	1	
Josiah Macy, jr	300	300	3
James McGee	1	1	
Paul Babcock, jr	1	1	
Vilas, Keith & Chester trustees		2,697	
William T. Wardwell			
Trustees of Standard Oil Trust			2,9

DEFENDANTS' EXHIBIT 333.

Be it known that we, Thomas Brown, of Erie, Pennsylvania, John D. Archbold and F. Q. Barstow, of Titusville, Pennsylvania, Ambrose M. McGregor, of Cleveland, Ohio, and Charles Pratt, of Brooklyn, New York, hereby form a partnership association under and in pursuance of the act of the general assembly of the Commonwealth of Pennsylvania entitled "An act authorizing the formation of partnership associations in which the capital subscribed shall alone be responsible for the debts of the association except under certain circumstances," approved the second day of June A. D. one thousand eight hundred and seventy-four (1874) and of the acts supplementary thereto, and to that end we make the following statement:

The full names of the persons comprising this association and the amount of the capital thereof subscribed for by each of them are as follows, namely:

1. Thomas Brown, of Erie, Pennsylvania.

He has subscribed and contributed to the capital of this association, in cash, the sum of thirty thousand dollars ($30,000).

2. John D. Archbold, of Titusville, Pennsylvania.

He has subscribed and contributed to the capital of this association, in cash, the sum of thirty-six thousand two hundred and fifty dollars ($36,250).

3. Frank Q. Barstow, of Titusville, Pennsylvania.

He has subscribed and contributed to the capital of this association, in cash, the sum of thirty-six thousand two hundred and fifty dollars ($36,250).

4. Ambrose M. McGregor, of Cleveland, Ohio.

He has subscribed and contributed to the capital of this association, in cash, the sum of thirty-six thousand two hundred and fifty dollars ($36,250).

5. Charles Pratt, of Brooklyn, New York.

He has subscribed and contributed to the capital of this association, in cash, the sum of thirty-six thousand two hundred and fifty dollars ($36,250).

The total amount of capital stock of this association is one hundred and seventy-five thousand dollars ($175,000).

The character of the business to be conducted by this association is the following, viz: The manufacturing of lubricating and paraffine oils and such products as are usually made in the process of such manufacture and the sale of the oils and products so manufactured; also the buying and selling such other goods as can be profitably dealt in, in connection with the sale of the manufactured products of the partnership. (The amount of illuminating oil manufactured by this partnership shall at all times be limited to the least amount which it may be necessary to make in order to work up the crude oil used in the process of manufacturing lubricating and paraffine oils.)

The location of the said business shall be at the city of Erie, in the county of Erie and State of Pennsylvania, and in Sugarcreek Township near Franklin, in the county of Venango and the State of Penn-

sylvania. Its principal office shall be at the said Franklin, in the State of Pennsylvania.

The name of the association shall be "Eclipse Lubricating Oil Company (Limited)," and its duration twenty years unless sooner terminated according to law.

The following are the names of the officers of this association selected for the first year of its existence and until their successors are duly installed, viz:

THOMAS BROWN, *Chairman.*
FRANK Q. BARSTOW,
Secretary & Treasurer.

JOHN D. ARCHBOLD,
FRANK Q. BARSTOW,
THOMAS BROWN,
AMBROSE M. McGREGOR,
CHARLES PRATT,
} *Managers.*

In witness whereof we have hereunto set our hands and seals this first day of June, one thousand eight hundred and seventy-eight.

THOMAS BROWN. [SEAL.]
JOHN D. ARCHBOLD. [SEAL.]
FRANK Q. BARSTOW. [SEAL.]
A. M. McGREGOR. [SEAL.]
CHAS. PRATT. [SEAL.]

STATE OF OHIO, } *ss:*
County of Cuyahoga, }

On this ninth day of July, A. D. 1878, before me, James Wade, jr., a commissioner for the State of Pennsylvania in and for the State of Ohio, duly appointed & commissioned by the governor of the State of Pennsylvania to take the acknowledgments of writings under seal, &c., to be used or recorded in the said State of Pennsylvania, personally came the above-named Thomas Brown, John D. Archbold, Ambrose M. McGregor, and Charles Pratt and acknowledged the above statement in writing to be their act and deed and desired that the same might be recorded as such.

In witness whereof, I have hereunto set my hand and official seal the day and year last above written.

JAMES WADE,
A Commissioner for Pennsylvania in Ohio.

[Seal of Com.]

VENANGO COUNTY, *ss:*

Recorded July 16, 1878, in Charter Book 4, page 345. Witness my hand and seal.

[Seal of Recorder.] JNO. P. BARR, *Recorder.*

STATE OF PENNA., } *ss:*
County of Erie, }

Recorded in Recorder's Office, Erie Co., Penna., in Charter Book No. 1, page 453.

Witness my hand and official seal this 20th day of July, A. D. 1878.

DANIEL LONG, *Recorder.*

STATE OF PENNSYLVANIA, } ss:
Crawford County, }

On this eighth day of January, A. D. 1879, before me, a notary public in and for the said Crawford County, personally came the above named Frank Q. Barstow and acknowledged the above statement in writing, subscribed by him to be his act and deed, and desired that the same might be recorded as such.

Witness my hand and official seal the day and year last above written.

[Seal of N. P.]

JOSEPH J. HOLDEN,
Notary Public.

Recorded Jan. 10, 1879.

COMMONWEALTH OF PENNSYLVANIA } ss:
Venango County. }

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct, and compared copy of a certain Articles of Association of the Eclipse Lubricating Oil Company (Limited) as remains of record in my office, in Charter Book No. 4, page 391.

[SEAL.]
(Recorder's Office, Venango Co., Pa.)

In witness whereof I have hereunto set my hand and affixed my official seal at Franklin this 8th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss:
Venango County. }

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law, and made by the proper officer.

Witness my hand and seal this 8th day of December, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA, } ss:
Venango County. }

I, Judd Thompson, prothonotary of the court of common pleas for said county, certify that honorable George S. Criswell, by whom the above certificate was given and whose name is thereto subscribed in his own proper handwriting, was, at the date thereof, president judge of said court, duly commissioned, and sworn and acting.

[SEAL.]
(Court of Common Pleas, Venango County, Pa.)

In witness whereof I have hereunto set my hand and affixed the seal of said court this 8th day of December, A. D. 1908.

JUDD THOMPSON,
Prothonotary.

This document bears the following endorsement:

Articles of Association
of
Eclipse Lubricating Oil Co., Limited.
Certified copy.

DEFENDANTS' EXHIBIT 333-A.

Be it known that we, J. D. Archbold, A. M. McGregor, and F. Q. Barstow, of the city of New York, and D. McIntosh and S. C. Lewis, of Franklin, Pa., partners, composing the limited partnership association known as the Eclipse Lubricating Oil Company (Limited), organized under the act of the Commonwealth of Pennsylvania, approved the 22d day of June, 1874, being desirous of amending said articles of association in the mode provided by said act, do sign and acknowledge the following statement, to wit:

The said articles of association shall he amended by striking from the paragraph relating to the character of the business to be conducted by this association the following words, to wit: "Also the buying and selling such other goods as can be profitably dealt in in connection with the sale of the manufactured products of the partnership."

In witness whereof we have hereunto set our hands and seals this thirtieth day of September, A. D. 1889.

J. D. ARCHBOLD. [PAPER SEAL.]
A. M. McGREGOR. [PAPER SEAL.]
F. Q. BARSTOW. [PAPER SEAL.]
S. C. LEWIS. [SEAL.]
D. McINTOSH. [SEAL.]

STATE OF NEW YORK, } ss:
City of New York. }

Be it known that on this thirtieth day of September, A. D. 1889, personally appeared before me John D. Archbold, A. M. McGregor, and F. Q. Barstow and severally acknowledged the foregoing instrument to be their act and deed. Witness my hand and official seal this date aforesaid.

[Seal of com.]

JAS. W. HALE,
Comr. for Pennsylvania in New York,
4 Hanover Street.

STATE OF PENNSYLVANIA, } ss:
County of Venango. }

Be it known that on this 5th day of October, A. D. 1889, personally appeared before me Duncan McIntosh and S. C. Lewis and severally acknowledged the foregoing instrument to be their act and deed. Witness my hand and official seal this date aforesaid.

[Seal of N. P.]

EDWARD E. HUGHES,
Notary Public.

Recorded Oct. 5th, A. D. 1889.

COMMONWEALTH OF PENNSYLVANIA, } ss:
Venango County. }

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct and compared copy of a certain Amendment to Articles of Association of the Eclipse Lubricating Oil Company (Limited), as remains of record in my office, in Charter Book No. 5, page 429.

[SEAL.] Recorder's Office, Venango Co., Pa.

In witness whereof I have hereunto set my hand and affixed my official seal, at Franklin, this 8th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss:
Venango County. }

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law and made by the proper officer.

Witness my hand and seal this 8th day of December, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA, } ss:
Venango County. }

I, Judd Thompson, prothonotary of the court of common pleas for said county, certify that Honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was, at the date thereof, president judge of said court, duly commissioned, and sworn and acting.

[SEAL.] Court of Common Pleas, Venango County, Pa.

In witness whereof, I have hereunto set my hand and affixed the seal of said court, this 8th day of December, A. D. 1908.

JUDD THOMPSON,
Prothonotary.

On the cover of this document the following endorsement appears:

Amendment to
Articles of Association
of
Eclipse Lubricating Oil Co. (Limited).
Certified copy.

DEFENDANTS' EXHIBIT 334.

Empire Refining Company (Limited).

[Incorporated December, 1878. Capital stock 1,000 shares, $100 each.]

ORIGINAL ISSUE.

December 31, 1878.		June 16, 1880.	February 25, 1881.	June 20, 1881.	December 19, 1881.	June 13, 1882.
Charles B. Andrews	125	62				
Albion K. Bolan	125	63	125	150	150	150
Mathew Kelley	245					
William Gaston	5					
Thomas Fleming	100					
Prelate D. Barker	100	50	50			
Henry B. Riggs	100	50	50	50	50	50
Sidney Ward, trustee	100					
Chas. B. Andrews, trustee	100					
Jno. D. Archbold and William Rockefeller		775	775	800	775	
Benjamin Brewster					25	
William Rockefeller						
Jno. D. Archbold						
Trustees of Standard Oil Trust						750
	1,000	1,000	1,000	1,000	1,000	1,000

DEFENDANTS' EXHIBIT 335.

Memorandum showing transfers of stock of the Franklin Pipe Company, Limited, from organization to date.

Name.	Certificate.	Shares.	Names.	Shares.	Certificate.	Date.
A. G. Egbert	No. 1	100	J. W. Grant	60	No. 12.	3/15/1881
				40	No. 13.	"
				34	No. 24.	1/ 7/1889
Mrs. L. E. Taft	No. 2	100	Mrs. L. E. Taft	66	No. 25.	"
				100	No. 18.	1/10/1882
N. H. Payne	No. 3	100	W. T. Scheide	66	No. 36.	1/24/1906
J. S. McCalmont	No. 5	66	D. Grimm	89	No. 10.	10/ 4/1880
J. J. Vandergrift	" 4	89	W. W. Duffield	11		
J. R. Campbell	" 6	11	" "	11	No. 11.	10/ 4/1880
W. J. Young	" 7	11	" "			
E. Hopkins	" 8	23	Vandergrift, Young & Co	23	No. 9.	2/10/1880
		500				
Vandergrift, Young & Co	" 9	23	W. W. Duffield	23	No. 11.	10/ 4/1880
W. W. Duffield	" 10.	100	W. T. Scheide	85	" 14.	1/10/1882
			C. L. Lay	5	" 15.	"
			P. R. Gray	5	" 16.	"
			W. W. Duffield	5	" 17.	"
W. W. Duffield	" 11.	34	D. Grimm	34	" 36.	1/24/1905
"	" 17.	5	" "	5	" 21.	2/16/1884
W. T. Scheide	" 14.	85	W. T. Scheide	80	" 20.	3/ 3/1882
			C. W. Owston	5	" 19.	"
W. T. Scheide	" 18.	100	S. C. Lewis	180	" 26.	10/ 4/1889
"	" 20.	80	" "			
			S. C. Lewis	5	" 23.	2/20/1886
Chas. L. Lay	" 15.	5	D. McIntosh	5	" 22.	1/5/1885
P. R. Gray	" 16.	5	H. H. Rogers	5	" 30.	5/27/1892
D. McIntosh	" 22.	5	"	5		
C. W. Owston	" 19.	5	J. W. Grant	16	" 27.	9/28/1891
Mrs. Taft	" 25.	66	W. S. Taft	50	" 26.	"
W. S. Taft	" 26.	50	W. S. Taft	35	" 29.	10/30/1891
			J. W. Grant	15	" 28.	"
W. S. Taft	No. 29.	35	W. S. Taft	26	No. 31.	3/16/1899
			J. W Grant	9	" 32.	"
W. S. Taft	" 31.	26	D. Grimm	13	" 33.	12/21/1905
			H. F. Grant	13	" 34.	"
D. Grimm	" 33.	13	E. E. Grimm	13	" 35.	12/23/1905
D. Grimm	" 5	66	D. Grimm	105	" 36.	1/24/1906
	" 11.	34	" "			
	" 21.	5	" "			

DEFENDANTS' EXHIBIT 336.

AMENDMENT TO CHARTER OF GALENA OIL COMPANY (LIMITED).

We, whose names are hereunto subscribed, being the present owners of all the shares of the Galena Oil Works (Limited), a partnership association of Pennsylvania, organized under and by virtue of the act of June 2d, A. D. 1874, and being desirous of amending said articles of association in the mode provided by said act, do make the following amendment of said articles, to wit:

The statement of the character of the business to be conducted by said association, shall be amended to read as follows: The carrying on the business of mining and manufacturing any and all kinds of lubricating oils; the refining of all kinds of oil; the marketing and sale of the same, the purchase of all kinds of oil and materials required in carrying on said business, and generally transacting such business as usually and ordinarily appertains to the mixing, manufacturing and marketing of lubricating oils.

In testimony whereof, the parties hereto have ——— set their hands and seals the sixth day of May, A. D. 1881.

CHAS. MILLER.
FRANK Q. BARSTOW.
THOMAS BROWN.
JNO. D. ARCHBOLD.
J. J. VANDERGRIFT.
D. MCINTOSH.

STATE AND CITY OF NEW YORK, *ss:*

On this sixth day of May, A. D. 1881, personally appeared before me, a commissioner of deeds for the State of Pennsylvania, residing in the city of New York, John D. Archbold and Frank Q. Barstow, two of the persons who signed the above statement, and acknowledged the same to be their act and deed, to the end that the same might be recorded as such.

Witness my hand and official seal the date aforesaid.

[SEAL OF COMM R J. W. H.] JAS. W. HALE,
Comr. for Pennsylvania in New York,
4 Hanover Street.

COMMONWEALTH OF PENNSYLVANIA, } *ss:*
Venango County, }

On this 17th day of May, A. D. 1881, personally appeared before me, a notary public in and for said county, Jacob J. Vandergrift and Duncan McIntosh, two of the persons who signed the above statement, and acknowledged the same to be their act and deed, to the end the same might be recorded as such.

Witness my hand and official seal the date aforesaid.

[SEAL OF N. P.] F. W. HAYS,
Notary Public.

COMMONWEALTH OF PENNSYLVANIA, } *ss:*
Venango County, }

On this 18th day of June, A. D. 1881, personally appeared before me, a notary public in and for said county, Charles Miller and Thomas Brown, two of the persons who signed the above statement, and

acknowledged the same to be their act and deed, to the end the same might be recorded as such.

Witness my hand and my official seal the date aforesaid.

[SEAL OF N. P.] E. H. LAMBERTON,
Notary Public.

Recorded June 18, 1881.

COMMONWEALTH OF PENNSYLVANIA, } *ss:*
Venango County, }

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct, and compared copy of a certain Amendment to Charter of Galena Oil Company (Limited), as remains of record in my office, in Charter Book No. 4, page 469.

[SEAL.]
Recorder's office,
Venango Co., Pa.

In witness whereof, I have hereunto set my hand and affixed my official seal, at Franklin, this 8th day of May, A. D. 1908.

D. K. BUCHANAN, *Recorder of Deeds.*

STATE OF PENNSYLVANIA, } *ss:*
Venango County, }

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law and made by the proper officer.

Witness my hand and seal this 8th day of May, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA, } *ss:*
Venango County, }

I, Judd Thompson, prothonotary of the court of common pleas for said county, certify that Honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was, at the date thereof, president judge of said court, duly commissioned, and sworn and acting.

[SEAL.]
Court of common pleas,
Venango County, Pa.

In witness whereof, I have hereunto set my hand and affixed the seal of said court, this 8th day of May, A. D. 1908.

JUDD THOMPSON, *Prothonotary.*

On the cover of this document appears the following:

Copy of
Amendment to Charter
of
Galena Oil Works,
Limited.
Certified from record
of
Venango Co., Pa.

DEFENDANTS' EXHIBIT 337.

We, whose names are undersigned, desiring to form a partnership association under and by virtue of the act of 2nd June, A. D. 1874, and its supplements, for the purpose of producing and selling petroleum, make the following statement.

1. The full names of the persons forming such association are: Charles Miller, Frank Quarles Barstow, John Dustin Archbold, Thomas Brown, Duncan McIntosh, Jacob J. Vandergrift.

2. The total amount of capital is fifty thousand dollars, divided into one thousand shares of fifty dollars each, consisting of real and personal estate formerly of the Galena Oil Works (Limited), and by said company released to its stockholders in proportion to the amount of their stock, and by said stockholders (being the same persons organizing this association and holding their stock in the same proportion) herein and hereby contributed as the capital of this association, the deeds and assignments to be made directly from the Galena Oil Works (Limited) to this association as soon as its organization is completed.

3. Schedule containing, 1st, a description and valuation of the property so contributed, and, 2d, the name of the parties so contributing.

(A) A certain tract of land in Frenchcreek Township, Venango County, Pennsylvania, containing two hundred acres, being the same conveyed by S. C. T. Dodd to the Galena Oil Works (Limited), with two producing oil wells thereon and one in process of drilling, with the engines and other personal property thereon or thereto belonging.

(b) A leasehold estate situate in the township, county, and State aforesaid, containing twenty acres, being the same leased by Samuel F. Dale to the Galena Oil Works (Limited), with one producing oil well thereon, with the engines and other personal property thereon or thereto belonging.

(C) A leasehold estate situate in the city of Franklin county and State aforesaid, containing seventeen acres eighty-nine perches, being the same leased by Samuel Plumer et al. to the Galena Oil Works (Limited), with three producing oil wells thereon, with the engines and other personal property thereon or thereto belonging.

(d) A leasehold estate situate in the city of Franklin aforesaid, containing fourteen acres and eighty-four perches, being the same leased by Samuel Plumer et al. to the Galena Oil Works (Limited), with one producing oil well thereon, with the engines and other personal property thereon or thereto belonging. The valuation thereof, approved by all the members subscribing to or contributing to the capital of this association, is fifty thousand dollars.

The names of the parties contributing are the aforesaid Charles Miller, Frank Quarles Barstow, John Dustin Archbold, Thomas Brown, Duncan McIntosh, Jacob J. Vandergrift.

4. The proportion *such* contributes and the number of shares thus subscribed for by each is as follows.

Charles Miller, one-eighth, being one hundred and twenty-five shares.

Thomas Brown, one-tenth, being one hundred shares.

Duncan McIntosh, one-fortieth, being twenty-five shares.

John D. Archbold, one-fourth, being two hundred and fifty shares.

Frank Q. Barstow, one-fourth, being two hundred and fifty shares.

Jacob J. Vandegrift, one-fourth, being two hundred and fifty shares.
5. The character of the business to be conducted is the mining for and producing petroleum upon the lands and leaseholds aforesaid, and upon such other lands as may hereafter be acquired in the oil regions and transporting to market and selling the same, the principal of or place of business being at the city of Franklin aforesaid.
6. The name of the association shall be the Galena Farm Oil Co. (Limited).
7. The duration of the association shall be twenty years.
8. The names of the officers of the association until the first annual meeting on the fourth Monday of November next are: Managers, Charles Miller, F. Q. Barstow, Thomas Brown, J. D. Archbold, D. McIntosh; chairman, Charles Miller; secretary and treasurer, Frank Q. Barstow.

In witness whereof the said parties have hereunto set their hands this —— day of ———, A. D. 1881.

CHAS. MILLER.
FRANK Q. BARSTOW.
THOMAS BROWN.
JNO. D. ARCHBOLD.
J. J. VANDERGRIFT.
D. McINTOSH.

STATE AND CITY OF NEW YORK, *ss:*

On the sixth day of May, A. D. 1881, personally appeared before me, a commissioner of deeds for the State of Pennsylvania, residing in New York, John D. Archbold and Frank Q. Barstow, two of the persons who signed the above statement and acknowledged the same to be their act and deed, to the end the same might be recorded as such.

Witness my hand and official seal the date aforesaid.

[Seal of Comr.]

JAS. W. HALE,
Comr. for Pennsylvania in New York, 4 Hanover Street.

COMMONWEALTH OF PENNSYLVANIA, *Venango County,* } *ss:*

On the seventeenth day of May, A. D. 1881, personally appeared before me, a notary public in and for said county, Jacob J. Vandergrift and Duncan McIntosh, two of the persons who signed the above statement and acknowledged the same to be their act and deed, to the end —— the same might be recorded as such.

Witness my hand and official seal the date aforesaid.

[Seal of N. P.]

F. W. HAYS,
Notary Public.

COMMONWEALTH OF PENNSYLVANIA, *Venango County.* } *ss:*

On this 18th day of June A. D. 1881, personally appeared before me, a notary public in and for said county, Charles Miller and Thomas Brown, two of the persons who signed the above statement, and acknowledged the same to be their act and to the end the same might be recorded as such.

Witness my hand and official seal the date aforesaid.

E. H. LAMBERTON,
Notary Public.

[Seal of N. P.]

Recorded June 18, 1881.

COMMONWEALTH OF PENNSYLVANIA, } ss:
Venango County. }

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct, and compared copy of a certain Articles of Association of the Galena Farm Oil Company (Limited), as remains of record in my office, in Charter Book No. 4, page 471.

[SEAL]
(Recorder's Office, Venango Co., Pa.)

In witness whereof, I have hereunto set my hand and affixed my official seal, at Franklin, this 8th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss:
Venango County, }

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law, and made by the proper officer.

Witness my hand and seal this 8th day of December, A. D. 1908.

GEORGE S. CRISWELL, *President Judge.*

STATE OF PENNSYLVANIA, } ss:
Venango County. }

I, Judd Thompson, prothonotary of the court of common pleas for said county, certify that Honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was, at the date thereof, president judge of said court, duly commissioned and sworn and acting.

[SEAL]
(Court of Common Pleas, Venango County, Pa.)

In witness whereof, I have hereunto set my hand and affixed the seal of said court, this 8th day of December, A. D. 1908.

JUDD THOMPSON, *Prothonotary.*

The endorsement on the cover of this document is as follows:

Articles of Association
of
Galena Farm Oil Co. (Limited).
Certified Copy.

DEFENDANTS' EXHIBIT 338.

Be it known that we, Henry C. Van Tine, of Pittsburgh, Pennsylvania, and John D. Archbold and Frank Q. Barstow, of Titusville, Pennsylvania, desire to and hereby do form a limited partnership association for the purpose of conducting the business hereinafter provided for under and in pursuance of the act of the general assembly of the Commonwealth of Pennsylvania approved June 2, 1874, and entitled "An act authorizing the formation of partnership associations in which the capital subscribed shall alone be responsible for the debts of the association, except under certain circumstances," and the acts amendatory thereof and supplementary thereto, and to that end we do make, sign and acknowledge the following statement in writing. The full names of the persons forming this association are Henry C. Van Tine, John D. Archbold and Frank Q. Barstow. The total amount of capital of this association is one hundred thousand dollars, contributed and paid in, in property and cash, as hereinafter stated, one-quarter thereof, or twenty-five thousand dollars thereof, being subscribed for, contributed and paid by the said Henry C. Van Tine; one-half thereof, or fifty thousand dollars thereof, by the said John D. Archbold; and one-quarter thereof, or twenty-five thousand dollars thereof, by the said Frank Q. Barstow. The character of the business to be conducted by this association shall be the manufacture of and dealing in lubricating oils. The location of the business of this association shall be as follows, viz: Its factories and works shall be in Allegheny County, Pennsylvania, and its principal office shall be established and maintained in the city of Pittsburgh, in the said county. The name of this association shall be H. C. Van Tine & Co., Limited. The duration of this association shall be twenty years, unless sooner terminated as provided by law. The names of the officers of this association, selected in conformity with law, and who shall hold their respective offices for one year, and until their successors are duly installed, are Henry C. Van Tine, John D. Archbold and Frank Q. Barstow, managers, of whom Henry C. Van Tine shall be chairman and Frank Q. Barstow secretary and treasurer.

Schedule.—The said capital of one hundred thousand dollars of this association has been subscribed, contributed and paid by the members thereof as follows: Twelve hundred and fifty dollars thereof in cash by Henry C. Van Tine, twenty-five hundred dollars thereof in cash by John D. Archbold, twelve hundred and fifty dollars thereof in cash by Frank Q. Barstow and ninety-five thousand dollars thereof in the following lands and property, to wit:

All those twelve certain lots of ground situate in Harrison Township in the said Allegheny County, and bounded and described as follows: Beginning at the corner of South Canal and Morgan streets, thence along Morgan street southwardly three hundred and eighty-four feet to Walnut alley, and running back between said South Canal street and Walnut alley (preserving the same width) four hundred and eighty-five feet, being the same lands conveyed by Phillipine S. Breckenridge to Henry C. Van Tine and Andrew Howard by deed dated February 10, 1876, and recorded in the recorder's office of said county in deed book volume 350, page 151. Also all that piece of

ground situate in Fawn Township in said county, being lots numbered 140, 141, 142 and 143 in the plan of the Breckenridge extension of Tarentum, the same fronting together on Canal street, one hundred and sixty-five feet and running back three hundred and eighty-five feet to Walnut alley, being the same lands conveyed by John English and wife to Henry C. Van Tine and Andrew Howard by deed dated March 22, 1878, and recorded in the said recorder's office in deed book volume 374, page 651. Also all and singular the works, refineries, tanks, stills, pumps, pipes, pipe lines, machinery, tools, furniture, fixtures, patents, licenses, rights, privileges, processes, brands, trade marks, good will and successorship of the partnership firm of H. C. Van Tine & Co., late of said county, and also all the interest, late of Howard & Van Tine, of, in and to the Diamond Ink Works property so called, in Plum Township, Allegheny County Pennsylvania, being a leasehold, and of, in and to the machinery thereon. The said lands and property contributed as aforesaid is so contributed at the valuation of $95,000 aforesaid by the approval and agreement of all the members of this association and is so contributed one quarter thereof by the said Henry C. Van Tine, one half thereof by the said John D. Archbold and one quarter thereof by the said Frank Q. Barstow.

In witness whereof we have hereunto set our hands and seals this first day of February, A. D. 1879.

HENRY C. VAN TINE. [SEAL.]
JNO. D. ARCHBOLD. [SEAL.]
FRANK Q. BARSTOW. [SEAL.]

STATE OF PENNSYLVANIA, } *ss:*
County of Allegheny. }

On this 1st day of February, A. D. 1879, before, me a notary public in & for said county, came the above named Henry C. Van Tine & John D. Archbold, & acknowledged the foregoing instrument in writing to be their act and deed, desiring the same to be recorded as such.

Witness my hand, seal, the day and year aforesaid.

THOS. J. FORD [N. P. SEAL],
Notary Public.

STATE OF PENNSYLVANIA, } *ss:*
County of Crawford. }

On this third day of February, A. D. 1879, before me, a notary public in and for the said county of Crawford, personally came the above named Frank Q. Barstow, and acknowledged the foregoing instrument in writing to be his act and deed, and desired that the same might be recorded as such.

Witness my hand and notarial seal the day and year last aforesaid.

JOSEPH J. HOLDEN [N. P. SEAL],
Notary Public.

Recorded Feb'y 4th, 1879.

COMMONWEALTH OF PENNSYLVANIA, } ss:
Allegheny County, }

I, John A. Fairman, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is a full and correct copy of limited partnership as the same is recorded in the recorder's office, in and for said county, on 4th day of February, A. D. 1879, in limited partnership book, vol. 2, page 6.

[SEAL] (Recorder's office, Allegheny County, Pa.

In testimony whereof I have hereunto set my hand and affixed the seal of the said office the 7th day of December, A. D. 1908.

JOHN A. FAIRMAN,
Recorder.

On the cover of this document appears the following:

Exemplification of
Record.
Limited partnership.
H. C. Van Tine & Co.
to
.....
.....

DEFENDANTS' EXHIBIT 339.

Waters, Pierce Oil Company.

[Total original capital, $100,000.00.]

The Waters-Pierce Oil Co. was incorporated in 1878, and the following certificates of stock issued:

Certificate number.	Date issued.	Number shares.	In favor of—
1	Oct. 18, 1878	200	Chess-Carley & Co.
2	Nov. 20, "	400	W. H. Waters.
3	" " "	400	Horace A. Hutchins.
	Total.....	1,000 shares, $100,000.00.	

On May 5th, 1879, Horace A. Hutchins assigned the 400 shares standing in his name to Geo. H. Vilas, M. R. Keith, and Geo. F. Chester, trustees, and on June 7, 1879, certificate No. 3 for this 400 shares was cancelled and certificates for the following shares issued:

Certificate No. 4 for 1 share, in favor of H. A. Hutchins.
" " 5 " 1 " " " " W. P. Thompson.
" " 6 " 398 " " " " Geo. H. Vilas, M. R. Keith, and Geo. F. Chester, trustees.

In June, 1882, the capital stock was increased from $100,000.00 to $400,000.00, and certificates of stock were issued as follows:

Certificate number.	Date issued.	Number shares.	In favor of—
1	June 22, 1882	800	W. H. Waters.
2	"	500	W. H. Waters.
3	"	300	W. H. Waters.
4	"	400	Chess-Carley Co.
5	"	400	Chess-Carley Co.
6	"	1,598	Trustees of Standard Oil Trust.
7	"	1	H. A. Hutchins.
8	"	1	W. P. Thompson.
	Total.....	4,000, $400,000.00.	

DEFENDANTS' EXHIBIT 339-A.

STATE OF MISSOURI,

DEPARTMENT OF STATE.

To all to whom these presents shall come:

I, John E. Swanger, secretary of state of the State of Missouri, and keeper of the great seal thereof, hereby certify that the annexed pages contain a full, true, and complete copy of articles of association of Waters-Pierce Oil Company, filed May 7, 1878; of certificate of incorporation issued to said company on the date aforesaid, and of certificate increasing its capital stock from $100,000 to $400,000, filed June 20, 1882, as the same appears on file and of record in this office.

In testimony whereof I hereunto set my hand and affix the great seal of the State of Missouri. Done at the city of Jefferson, this 7th day of December, A. D. 1908.

[The great seal of the State of Missouri.]

JNO. E. SWANGER,
Secretary of State.

.....,
Chief Clerk.

ARTICLES OF ASSOCIATION OF THE WATERS, PIERCE OIL COMPANY.

Be it known that we, William H. Waters, of St. Louis, Missouri; Henry C. Pierce, of St. Louis, Missouri; Horace A. Hutchins, of Cleveland, Ohio; Frank D. Carley, of Louisville, Kentucky, and William P. Thompson, of Parkersburg, West Virginia, do by these presents form a body corporate under the name and style of "Waters, Pierce Oil Company," pursuant to and in conformity with chapter 37, article 7, of Wagner's Statutes of Missouri and the several acts of the general assembly supplementary and amendatory thereof, and we hereby make the following certificate of facts in connection with said corporation pursuant to the provisions of said statutes, chapter, and acts:

First. The corporate name of the said company is hereby certified to be "Waters, Pierce Oil Company."

Second. The objects for which said company is formed are dealing in naval stores and dealing in and compounding petroleum and other oils and all the products thereof, and buying and selling the same in the State of Missouri and other States.

Third. The capital stock of said company is hereby certified to be one hundred thousand dollars, which shall be divided into one thousand shares of one hundred dollars each.

Fourth. The number of directors shall be five.

Fifth. The names of the directors who shall manage the affairs of said company during the first year shall be William H. Waters, of St. Louis, Missouri; Henry C. Pierce, of St. Louis, Missouri; Horace A. Hutchins, of Cleveland, Ohio; Frank D. Carley, of Louisville, Kentucky, and William P. Thompson, of Parkersburg, West Virginia.

Sixth. The name of the place in which the business operations of the company shall or may be carried on is the city of St. Louis, State of Missouri, where its principal office shall be located.

Seventh. Said company shall exist the term of fifty years.

Witness our hands and seals this 1st day of May, 1878.

W. H. WATERS. [SEAL.]
H. C. PIERCE. [SEAL.]
H. A. HUTCHINS. [SEAL.]
FRANK D. CARLEY. [SEAL.]
W. P. THOMPSON. [SEAL.]

STATE OF MISSOURI, } ss.:
City of St. Louis, }

Be it remembered that on this first day of May, 1878, before me, a notary public within and for the city and State aforesaid, personally appeared William H. Waters, Henry C. Pierce, Horace A. Hutchins, Frank D. Carley, and William P. Thompson, who are personally known to me to be the same persons whose names are subscribed to the foregoing certificate as parties thereto, and severally acknowledged that they executed the same for the purposes and uses therein mentioned. Qualified May 18/78; term expires May 15, 1882; and I further certify that the word "and" was erased in the name of the above corporation and the words "Naval stores and dealing in" were interlined *above* before signature.

Witness my hand and seal *notarial* the place and date first above written.

JAS. F. DUNCAN, *Notary Public.*

[Copy of seal: James F. Duncan, notary public, St. Louis County, Mo.]

Filed and recorded May 1st, 1878, at 12.31 p. m.

D. H. MACADAM, *Recorder.*

NOTE.—The words "Naval stores and dealing in" on lines 35 and 36, page 300, and "Notarial" on line 11, page 301, of this record are interlined in the original instrument.

STATE OF MISSOURI, } ss.:
City of St. Louis, }

I, the undersigned recorder of deeds, do hereby certify the foregoing to be a true copy of the articles of incorporation of the Waters Pierce Oil Company, together with the acknowledgment, &c., thereof, as fully as the same appears of record in my office in Corporation Book, vol. 1, page 300.

Witness my hand and official seal this 1st day of May, 1878.

[SEAL.] D. H. MACADAM, *Recorder.*

Filed and certificate of corporate existence issued May 7, 1878.

MICHL. K. MCGRATH,
Secretary of State.

STATE OF MISSOURI.

Number 1309.

CERTIFICATE OF CORPORATE EXISTENCE.

Whereas William H. Waters, Henry C. Pierce, Frank D. Carley, and others have filed in this office a certificate, in writing, as provided by law, and have in all respects complied with the requirements of the law governing the formation of private corporations for manufacturing and business purposes:

Now, therefore, I, Michael K. McGrath, secretary of state of the State of Missouri, in virtue and by authority of law, do hereby certify that said parties, their associates and successors, have become a body politic and corporate, and are duly organized under the name of "Waters, Pierce Oil Company," and have all the rights and privileges granted to manufacturing and business corporations under the laws of this State.

In testimony whereof I have hereunto set my hand and affixed the great seal of the State of Missouri. Done at the city [SEAL.] of Jefferson, this seventh day of May, A. D. eighteen hundred and seventy-eight.

MICHL. K. MCGRATH,
Secretary of State.

STATEMENT IN THE MATTER OF INCREASE OF THE CAPITAL STOCK OF THE WATERS PIERCE OIL COMPANY.

At a meeting of the stockholders of the Waters, Pierce Oil Co. held at the office of the company, No. 600 North 4th st., in the city of St. Louis, State of Missouri, at 10 o'clock a. m. on the thirteenth day of June, 1882, pursuant to the notice hereinafter set out, there were present in person or by proxy William H. Waters, representing 400 shares; F. D. Carley, representing 200 shares; H. A. Hutchins, representing one share; W. P. Thompson, representing one share, and George H. Vilas, M. R. Keith, and George F. Chester, trustees by proxy, representing 398 shares, the same being all the shares of the stock of the company, and thereupon said meeting organized by the election of Wm. H. Waters chairman, and C. M. Adams secretary.

There was presented the following affidavit of Wm. H. Waters, showing that printed copies of the notice of the calling of this meeting directed to be given by resolution of the board of directors the 10th day of April, 1882, were by him deposited in the post-office at St. Louis, Missouri, on the 11th day of April, 1882, addressed to each of the stockholders of this company at his usual place of residence, postage prepaid; said affidavit is in the words and figures following—

CITY OF ST. LOUIS, }
State of Missouri. }

William H. Waters, being duly sworn, on oath says that on the 11th day of April, 1882, affiant, as president of the Waters, Pierce Oil Company and in pursuance of the order of the board of directors thereof, deposited in the post-office at St. Louis, Missouri, a printed copy of the annexed notice addressed to each of the stockholders of said company at his usual place of residence, postage prepaid. Said notice was signed by a majority of the directors of said company and was in the words and figures following:

Stockholders' meeting.—The stockholders of the Waters Pierce Oil Company will take notice that on Tuesday, June 13th, 1882, at 10 o'clock a. m., there will be held at the office of the company, No. 600 North Fourth st., in the city of St. Louis, a meeting of said stockholders for the purpose of increasing the capital stock of the company from the amount of the present capital of one hundred thousand dollars to an aggregate amount of four hundred thousand dollars capital.

WILLIAM H. WATERS H. C. PIERCE.
W. P. THOMPSON H. A. HUTCHINS.
Directors of the Waters, Pierce Oil Company.
W. H. WATERS.

Subscribed and sworn to before me this 13th day of June, 1882.
[SEAL.] A. A. PAXSON, *Notary Public.*

And there was also presented at said meeting the following proof of publication of said meeting:

STATE OF MISSOURI, } ss.
City of St. Louis. }

Personally appeared before the undersigned (a notary public within and for the city of St. Louis), John M. McGuffin, who being duly sworn deposeth and saith that the annexed advertisement was published in the "St. Louis Post Dispatch" (printed within the said city and State, the newspaper of which he is one of the publishers) for ten times, the first insertion being on the tenth day of April, and the last insertion being on the twelfth day of June, 1882, as follows:

1st time	April 10th
2nd time	April 17th
3rd time	April 24th
4th time	May 1st
5th time	May 8th
6th time	May 15th
7th time	May 22d
8th time	May 29th
9th time	June 5th
10th time	June 12th

Stockholders' meeting.—The stockholders of the Waters Pierce Oil Company will take notice that on Tuesday, June 13th, 1882, at 10 o'clock a. m., there will be held at the office of the company, No. 600 North Fourth st., in the city of St. Louis, a meeting of said stockholders for the purpose of increasing the capital stock of the company from the amount of the present capital of one hundred thousand dollars to the *an* aggregate amount of four hundred thousand dollars capital.

W. H. WATERS H. C. PIERCE
W. P. THOMPSON H. A. HUTCHINS.
Directors of the Waters Pierce Oil Company.
JOHN M. MCGUFFIN.

Sworn and subscribed before me this 13th day of June, 1882.
[SEAL.] I. G. KAPPNER,
Notary Public,
City of St. Louis.

Printer's fee	$21.00
Affidavit	.50
	$21.5

Thereupon on motion it was unanimously resolved that the capital stock of this company be increased from the amount of the present capital of one hundred thousand dollars to an aggregate amount of four hundred thousand dollars capital. And thereupon said addition stock was subscribed and paid for in cash as follows:

Ches-Carley Co	600	shares	$60,000.00
Wm. H. Waters	1,200	"	120,000.00
Trustees of Standard Oil Trust	1,200	"	120,000.00
	3,000		300,000.00

and on motion it was further resolved that the board of directors of this company cause to be issued to said subscribers certificates for said additional stock so subscribed.

The amount of the original capital stock of the company, $100,000.00 in 1,000 shares of $100.00 each, has all been paid in. The whole amount of the assets of the corporation is $628,435.22 and the whole amount of the liabilities thereof is $260,745.93. The amount to which the capital stock is increased as aforesaid is $400,000.00, divided into 4,000 shares of $100.00 each and has all been paid in.

W. H. WATERS, *Chairman.*

C. M. ADAMS, *Secretary.*

STATE OF MISSOURI, } ss:
City of St. Louis. }

William H. Waters, being first duly sworn, on oath says he is president of the Waters-Pierce Oil Company, and a director thereof, and was chairman of the stockholders' meeting mentioned in the foregoing statement, and that the said statement is true as he verily believes.

W. H. WATERS.

Copy of seal: Chapman S. Charlot, notary public, city of St. Louis, Missouri. Term expires June 27, 1885.

Sworn to and subscribed before me this 19th day of June, A. D. 1882.

CHAPMAN S. CHARLOT,
Notary Public, City of St. Louis.

STATE OF MISSOURI, } ss:
City of St. Louis. }

Before me, Chapman S. Charlot, a notary public within and for the city and State, personally appeared William H. Waters, who is personally known to be the same person whose name is signed to the foregoing statement as chairman, and acknowledged the said statement to be his voluntary act and deed as such chairman.

CHAPMAN S. CHARLOT,
Notary Public, City of St. Louis.

Copy of seal: Chapman S. Charlot, notary public, city of St. Louis, Missouri. Term expires June 27, 1885.

Filed & recorded June 19th, 1882, at 2.43 p. m.

C. W. IRWIN, *Recorder.*

STATE OF MISSOURI, } ss:
City of St. Louis. }

I, the undersigned recorder of deeds, certify that the foregoing is a true copy of the certificate of increase of capital stock of the Waters-Pierce Oil Company, together with the acknowledgment date of filing and recording thereof, as the same remains of record in my office in Book of Corporations, vol. 2, page 397.

Witness my hand and official seal this 19th day of June, 1882.

[SEAL.] C. W. IRWIN, *Recorder.*

Filed and certificate of increase of capital stock issued June 20, 1882.

MICHL. K. MCGRATH,
Secretary of State.

DEFENDANTS' EXHIBIT 340.

Model Refining Co. (Pittsburg).

[Capital $60,000, 600 shares.]

Issued Aug. 15, 1868, to Daniel Bushnell, 28 shares.

Issued Apr. 29, 1875, to H. M. Flagler, trustee, 595 shares.
To Chas. Lockhart, 1 share.
Wm. G. Warden, 1 "
Wm. Frew, 1 "
Dan'l Bushnell, 1 "
Michael Graver, 1 "

Issued to William G. Warden, October 15, 1874, 595 shares.
Jos. L. Warden, 1 share.
Michael Graver, 1 "
Daniel Bushnell, 1 "

[Issued May 7, 1879, to Vilas, Keith & Chester, trustees, 597 shares.]

DEFENDANTS' EXHIBIT 341.

To his Excellency JOHN F. HARTRAUFT,
Governor of Pennsylvania.

SIR: We, the undersigned, all of whom are citizens of Pennsylvania, do hereby certify that we have associated ourselves together for the purpose of organizing a corporation under and in pursuance of an act entitled "An act to provide for the incorporation and regulation of certain corporations," approved April 29th, A. D. 1874, and of certain acts hereinafter mentioned which are referred to in the eighteenth clause of the second section of the act aforesaid, and to that end we here set forth as follows to wit:

I. The name of the proposed corporation is to be the United Pipe Lines.

II. The purposes for which it is formed are: First, the exploring for mining and otherwise producing, purchasing, refining, storing, transporting, and dealing in petroleum and other mineral oil and the manufactured products thereof, the purchasing and otherwise acquiring, developing, holding, and selling lands containing or supposed to contain such oil, or other property which may be convenient or necessary in the production of oil or dealing in the same as provided in a supplement to an act entitled "An act relating to corporations for mechanical manufacturing, mining, and quarrying purposes," approved the 18th day of July, A. D. 1863, approved April 9th, 1873.

Second. The erection, construction, or acquisition by purchase, lease, contract, or otherwise of a line or lines of pipes located in the counties of Venango, Warren, Forest, Armstrong, Clarion, Butler, Crawford, and Erie, and in such other counties as the aforesaid act or acts hereafter enacted may permit, to be used for the transportation or movement of petroleum and other mineral oils, together with telegraph lines, tanks, and such other mechanical devices as may from time to time be necessary and desirable to operate in connection therewith, and for these purposes to lay down, construct, erect, maintain, and operate pipes, tubing, tanks, offices, telegraph lines, and such other mechanical devices or arrangements as may be necessary or desirable, and to enter upon, use, and occupy such lands as may be requisite for the purposes aforesaid, and for rights of entry upon lands, rights of way, and the use of materials necessary to the construction, erection, maintenance, and operation of said lines of pipes, mechanical devices, and arrangements, to have and enjoy all the rights and privileges provided in and by an act approved March 12th, A. D. 1872 (as amended March 19th, A. D. 1872), entitled "A further supplement to an act entitled an act relating to corporations for mechanical manufacturing, mining, and quarrying purposes, approved the eighteenth day of July, A. D. 1863."

III. The business of said corporation is to be transacted at Oil City, Venango County, Pennsylvania.

IV. Said corporation is to exist for the term of ninety-nine years.

V. The names and residences of the subscribers and the number of shares subscribed by each are as follows:

Names.	Residence.	No. of shares.	Amount.
J. J. Vandergrift	Oil City, Pa	7,680	$768,000.00
E. C. Bradley	Oil City, Pa	2,768	276,800.00
M. Hulings	Emlenton, Pa	710	71,000.00
J. T. Jones	Oil City, Pa	709	70,900.00
Wm. P. Findley	Lamartine, Pa	709	70,900.00
Danl. O'Day	Titusville, Pa	1,968	196,800.00
J. R. Campbell	Oil City, Pa	1,456	145,600.00
H. M. Hughes	Franklin, Pa	100	10,000.00
Jno. Pitcairn, jr.	Oil City, Pa	100	10,000.00

VI. The number of the directors of the said corporation is eleven' and names and residences of the directors chosen for the first year are as follows:

J. J. Vandergrift, Oil City, Pennsylvania.
J. D. Rockefeller, Cleveland, Ohio.
H. M. Flagler, Cleveland, Ohio.
John Pitcairn, jr., Oil City, Pennsylvania.
H. L. Taylor, Fredonia, New York.
M. Hulings, Emlenton, Pennsylvania.
J. T. Jones, Oil City, Pennsylvania.
H. M. Hughes, Franklin, Pennsylvania.
E. C. Bradley, Oil City, Pennsylvania.
J. A. Bostwick, New York, New York.
Danl. O'Day, Titusville, Pennsylvania.

of whom J. J. Vandergrift has been chosen president.

VII. The amount of capital stock of said corporation is three million dollars ($3,000,000.00), divided into thirty thousand shares of the par value of one hundred dollars each.

VIII. Three hundred thousand dollars ($300,000.00) or ten per cent of the capital stock has been paid in cash to the treasurer of said corporation, whose name is J. R. Campbell and whose place of residence is Oil City, Pa.

IX. The directors of said company shall have power to sell or release any or all the real estate of said corporation.

J. J. VANDERGRIFT,
E. C. BRADLEY.
M. HULINGS.
J. T. JONES.
WM. P. FINDLEY.
DANIEL O'DAY.
J. R. CAMPBELL.
H. M. HUGHES.
JNO. PITCAIRN, jr.

STATE OF PENNSYLVANIA, } ss:
County of Venango, }

On the 23 day of March, A. D. 1877, before me, John P. Barr, recorder of deeds in and for said county, personally appeared H. M. Hughes, Jno. Pitcairn, jr., J. R. Campbell, and J. T. Jones, subscribers to the foregoing certificate, and being each duly sworn according to law, do each make oath and say that the statements contained in the foregoing certificate by them subscribed are true.

H. M. HUGHES.
JNO. PITCAIRN, Jr.
J. R. CAMPBELL.
J. T. JONES.

Severally sworn and subscribed to this 23d day of March, A. D. 1877.
Witness my hand and official seal.
[Seal of recorder.]

JNO. P. BARR,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss:
County of Venango, }

On this 23d day of March, A. D. 1877, before me, Jno. P. Barr, recorder of deeds in and for said county, personally appeared H. M. Hughes, Jno. Pitcairn, jr., J. R. Campbell, and J. T. Jones, who subscribed to the foregoing certificate, and severally acknowledged the same to be their act and deed, to the end that the same might be recorded as such according to law.

Witness my hand and official seal.

[Recorder's seal.]

JNO. P. BARR,
Recorder of Deeds.

EXECUTIVE CHAMBER,
Harrisburg, March 27th, 1877.

Hon. M. S. Quay, secretary of the commonwealth, having examined the within application and found it to be in proper form and within the purpose of the class of corporations specified in section two of the act entitled, "An act to provide for the incorporation and regulation of certain corporations," approved April 29th, A. D. 1874, I hereby approve the same, and direct that letters patent issue according to law.

J. F. HARTRAUFT,
Governor.

SECRETARY'S OFFICE.

PENNSYLVANIA, ss:

[SEAL.]

Enrolled in Charter Book No. 9, page 674, &c.

Witness my hand and seal of office at Harrisburg, this 27th day of March, A. D. 1877.

JOHN B. LINN,
Deputy Secretary of the Commonwealth.

Recorded March 28, 1877.

COMMONWEALTH OF PENNSYLVANIA, } ss:
Venango County, }

I, D. K. Buchanan, recorder of deeds, etc., in and for said county, do hereby certify that the foregoing is true, correct, and compared copy of a certain charter of "United Pipe Lines," as remains of record in my office, in Charter Book, vol. 4, page 280.

[SEAL.]

Recorder's office, Venango Co., Pa.

In witness whereof, I have hereunto set my hand and affixed my official seal, at Franklin, this 9th day of December, A. D. 1908.

D. K. BUCHANAN,
Recorder of Deeds.

STATE OF PENNSYLVANIA, } ss:
Venango County, }

I, George S. Criswell, president judge of the court of common pleas for said county, certify that D. K. Buchanan, by whom the above attestation was made, was at the date thereof recorder of deeds of said court, duly qualified, and the said attestation is in due form of law, and made by the proper officer.

Witness my hand and seal this 9th day of December, A. D. 1908.

GEORGE S. CRISWELL,
President Judge.

STATE OF PENNSYLVANIA, } ss:
Venango County, }

I, Judd Thompson, prothonotary of the court of common pleas for said county, certify that Honorable George S. Criswell, by whom the above certificate was given, and whose name is thereto subscribed in his own proper handwriting, was, at the date thereof, president judge of said court, duly commissioned and sworn, and acting.

[SEAL.] Court of Common Pleas, Venango County, Pa.

In witness whereof, I have hereunto set my hand and affixed the seal of said court, this 9th day of December, A. D. 1908.

JUDD THOMPSON,
Prothonotary.

On the cover of this document appears the following:

Charter
United Pipe Lines.
Certified copy.

DEFENDANTS' EXHIBIT 341-A.

United Pipe Lines.

[Original issue July, 1877. Capital stock 50,000 shares, $100 each.]

To J. J. Vandergrift, trustee.....	11,664	Jan. 17, 1878, J. J. Vandergrift, trustee, transferred to H. M. Flagler, trustee, 3,848 shares, which, on May 8, 1878, were transferred to H. M. Flagler. Daniel O'Day at same time transferred to H. M. Flagler 2,985 shares, and at same time and thereafter sundry individuals transferred small lots to H. M. Flagler. J. J. Vandergrift, trustee, on Oct. 8, 1877, had transferred to outside interests 3,888 shares, but on Oct. 1, 1877, Jas. Avery, prest., transferred to him 349 shares, and on Jan. 17, 1878, J. R. Campbell transferred to him 1,490 shares, and J. Pitcairn, jr., 502 shares.	H. M. Flagler, Apl. 24, 1879, transferred to Vilas, Keith, and Chester, trustees, 35,341 shares. On same date J. J. Vandergrift. trustee, transferred to Vilas, Keith and Chester, trustees, 6,199 shares, March 16, 1881, H. M. Flagler transferred to Vilas, Keith and Chester, trustees, 2,104 shs. On or about March 12, 1881, J. J. Vandergrift, individually, and sundry other parties, transferred to Vilas, Keith, and Chester, trustees, 2,940 shares.	Vilas, Keith, and Chester, trustees, transferred to National Transit Co. 46,584 shares.
J. Pitcairn, jr.....	502			
J. R. Campbell.....	1,490			
D. O'Day.....	2,985			
J. T. Jones.....	826			
M. Hulings.....	826			
W. P. Finlay.....	826			
E. C. Bradley.....	3,210			
J. Avery, prest.....	650			
Apl. 8, 1878, to H. M. Flagler...	27,021			

DEFENDANTS' EXHIBIT 342.

Long Island Oil Company.

[Incorporated, 1864.]

	Feb. 27/73.	March 5/73.	March 21/73.	Feb. 24/75.	March 16/75.	March 30/75.	March 6/76.	March 7/78.	Apl. 23/79.
William Rockefeller	10	10	10	10	10	1,207	1,860	1,850	.....
J. A. Bostwick	10	10	10	10	10	10	10	10	10
J. D. Rockefeller	10	10	10	10	10	10	10	10	.....
George W. Girty	10	10	10	10	10	10	10	10	10
Henry M. Flagler in trust	1,304	1,314	1,673	1,853	1,873	676	23	33	.....
Geo. H. Vilas, Geo. F. Chester, & M. R. Keith, trustee	.....	.....	.....	.....	.....	.....	.....	.....	1,893
	1,344	1,354	1,713	1,893	1,913	1,913	1,913	1,913	1,913

Total number of shares issued, 1,913. All stock surrendered and canceled on September 5, 1881.

DEFENDANTS' EXHIBITS 343-A TO 343-T AND DEFENDANTS' EXHIBIT 344.

Not to be printed. (See stipulation, original record, pages 14440 and 14441, Petitioner's rebuttal.)

DEFENDANTS' EXHIBIT 345-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Boston & Maine Railroad on June 30, 1897.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	26	1157.3	.....	699.6	1856.9
8-wheel switch	None.				
8-wheel road	467	13186.6	7412.5	14213.8	34812.9
Mogul	7	252.6	78.3	208.8	519.7
Balanced comp	None.				
Suburban	16	603.4	203.3	122.5	929.2
10-wheel road	73	3126.5	906.8	2520.7	6644.0
12-wheel road	None.				
Atlantic	1	37.3	27.4	38.7	103.4
Consolidation	None.				
4-wheel switch	105	3152.7	.....	1791.5	4944.2
Total	695	21496.4	8718.3	19595.6	49810.3
Average per locomotive	.....	30.9	12.6	28.2	71.7

(Signed) C. H. WIGGIN,
(Official position) *Supt. Motive Power.*

DEFENDANTS' EXHIBIT 345-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Boston & Maine Railroad on June 30, 1902.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	67	3054.4	.....	1892.7	4947.1
8-wheel switch	1	51.7	.....	35.2	86.9
8-wheel road	509	15225.5	8478.4	16586.3	40290.2
Mogul	73	3531.7	522.5	2906.1	7020.3
Balanced comp	.....	.....	.....	.....	.....
Suburban	16	603.4	203.3	122.5	929.2
10-wheel road	140	6495.9	2151.3	5204.9	13852.1
12-wheel road	18	1152.9	360.0	878.4	2390.4
Atlantic	7	280.3	263.2	383.7	927.2
Consolidation	65	4303.8	609.2	3239.4	8212.4
4-wheel switch	102	3112.4	.....	1773.4	4885.8
Total	998	37811.1	12647.9	33082.6	83541.6
Average per locomotive	.....	37.9	12.7	33.1	83.7
Percentage of increase over 1897	.....	22.7%	.8%	17.4%	16.7%

(Signed) C. H. WIGGIN,
(Official position) *Supt. Motive Power.*

DEFENDANTS' EXHIBIT 345-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Boston & Maine Railroad on June 30, 1907.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	140	7,160.3	.....	4,357.0	11,517.3
8-wheel switch	1	51.7	.....	35.2	86.9
8-wheel road	448	12,664.1	7,007.6	13,066.0	32,737.7
Mogul	135	7,626.3	1,135.0	6,679.8	15,441.1
Balanced comp.	None.				
Suburban	15	570.4	86.1	222.7	879.2
10-wheel road	165	8,145.6	2,664.8	6,664.7	17,475.1
12-wheel road	18	1,152.0	360.0	876.4	2,388.4
Atlantic	15	637.5	594.9	854.0	2,086.4
Consolidation	80	5,693.1	886.8	4,350.4	10,930.3
4-wheel switch	73	2,617.0	.....	1,315.3	3,732.1
Total	1,090	46,118.0	12,735.2	38,623.5	97,276.7
Average per locomotive	.....	42.3	11.7	35.3	89.2
Percentage of increase over 1897	.....	36.9	(Decr.) 7.1%	25.2	24.3%

(Signed) C. H. WIGGIN,
(Official position) *Supt. Motive Power.*

DEFENDANTS' EXHIBIT 346-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Buffalo, Rochester & Pittsburg Railroad on June 30, 1898.

Type.	Number of Locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	4	150.550	.....	95.725	246.275
8-wheel road	11	316.900	171.700	360.450	849.050
Mogul	23	1,005.900	157.700	743.500	1,907.100
10-wheel road	10	444.250	134.000	366.450	944.700
12-wheel road	4	274.750	62.250	182.000	519.000
Consolidation	56	2,959.300	356.200	1,947.000	5,272.500
Total	108	5,151.650	891.850	3,695.125	9,738.625
Average per locomotive (tons)	.....	47.7	8.5	34.2	90.1

(Signed) W. H. WILSON,
Supt. Motive Power.

DEFENDANTS' EXHIBIT 346-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Buffalo, Rochester & Pittsburg Railroad on June 30, 1902.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on truck.		
6-wheel switch	4	183.000	.....	122.350	305.350
8-wheel road	7	230.700	122.200	259.900	611.900
Mogul	19	831.900	130.700	614.000	1576.600
10-wheel road	19	919.550	271.700	769.950	1961.200
12-wheel road	48	3,151.700	742.150	2,365.600	6259.450
Atlantic	4	186.560	136.740	241.900	565.200
Consolidation	53	2,910.150	356.350	1,922.350	5188.850
Total	154	8,413.560	1,759.840	6,295.150	16468.560
Average per locomotive (tons)	.....	54.6	11.7	40.8	106.9
Percentage of increase over 1898	.....	14.5	37.6	19.3	18.6

(Signed) W. H. WILSON,
Supt. Motive Power.

DEFENDANTS' EXHIBIT 346-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Buffalo, Rochester & Pittsburgh Railroad on June 30, 1907.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	8	475.250	.....	300.350	775.600
8-wheel road	7	230.700	122.200	253.000	611.900
Mogul	10	435.950	67.850	324.500	828.300
10-wheel road	14	716.400	207.100	611.500	1,535.000
12-wheel road	42	2,780.500	657.750	2,113.000	5,551.250
Atlantic	11	535.060	201.240	671.900	1,608.200
Consolidation	146	10,564.300	1,285.500	7,761.250	19,611.050
Decapod	6	729.000	75.000	492.000	1,296.000
Total	244	16,467.160	2,816.640	12,533.500	31,817.300
Average per locomotive (tons)	.....	67.4	11.9	51.3	130.3
Percentage of increase over 1898	.....	41.3	40.0	50.0	44.6

(Signed) W. H. WILSON,
Supt. Motive Power.

DEFENDANTS' EXHIBIT 347-A.

CENTRAL RAILROAD OF NEW JERSEY.

Memo. of locomotive weights for year ending December 31st, 1897.

Type.	No. of engines.	On drivers.	On truck.	Net tons loaded.	
				Of tender.	Total.
4-wheel switchers	3	83		5	
6-wheel "	36	1,350	8	384	1,7
8-wheel "	4	212		122	3
Mogul "	7	266	45	30	3
6-wheel road	10	265	97	167	5
8-wheel "	157	4,897	2,285	4,671	11,9
Mogul "	14	602	105	467	1,1
10-wheel "	128	5,217	1,316	3,723	10,2
Atlantic	2	94	75	101	2
Consolidation	77	4,103	492	2,622	7,2
Total	438	17,089	4,423	12,292	33,8
Average per locomotive		39	10	28	7

DEFENDANTS' EXHIBIT 347-B.

CENTRAL RAILROAD OF NEW JERSEY.

Memo. of locomotive weights for year ending December 31st, 1899.

Type.	No. of engines.	On drivers.	On truck.	Net tons loaded.	
				Of tender.	Total.
4-wheel switchers	1	30			3
6-wheel "	20	895	8	333	1,7
8-wheel "	4	212		122	3
Mogul "	7	266	45	30	3
6-wheel road	7	189	68	135	3
8-wheel "	133	4,340	2,033	4,149	10,5
Mogul "	14	602	105	467	1,1
10-wheel "	112	4,088	1,180	3,344	9,2
12-wheel "	25	1,988	525	1,757	4,2
Atlantic	8	376	300	404	1,0
Consolidation	76	4,002	487	2,597	7,1
Total	407	17,048	4,751	13,343	35,7
Average per locomotive		43	12	33	8
Percentage of increase over 1897		10.3	20.0	17.9	14.1

DEFENDANTS' EXHIBIT 347–C.

CENTRAL RAILROAD OF NEW JERSEY.

Memo. of locomotive weights for year ending June 30th, 1905.

Type.	No. of engines.	On drivers.	On truck.	Net tons loaded.	
				Of tender.	Total.
4-wheel switchers	1	30			30
6-wheel "	60	3,651		2,126	5,777
8-wheel "	1	49		27	76
Mogul "	6	239	44		283
8-wheel road	70	2,501	1,088	2,655	6,244
Mogul "	10	454	71	384	909
Suburban	20	1,290	609		1,899
10-wheel road	125	6,597	1,945	5,791	14,333
12-wheel "	51	4,080	1,071	3,710	8,861
Atlantic	17	791	684	962	2,437
Consolidation	95	5,680	700	4,188	10,568
Total	456	25,362	6,212	19,843	51,417
Average per locomotive		56	14	43	113
Percentage of increase over 1897		43.6	40.0	53.6	48.8

DEFENDANTS' EXHIBIT 347–D.

CENTRAL RAILROAD OF NEW JERSEY.

Memo. of locomotive weights for year ending June 30th, 1907.

Type.	No. of engines.	On drivers.	On truck.	Net tons loaded.	
				Of tender.	Total.
4-wheel switchers	2	84			84
6-wheel "	83	5,217		3,434	8,651
8-wheel "	4	144	23		167
Mogul "	68	2,511	1,084	2,712	6,307
8-wheel road	9	417	62	357	836
Mogul	20	1,290	609		1,899
Suburban	122	6,861	2,041	6,084	14,986
10-wheel road	51	4,080	1,071	3,710	8,861
12-wheel "	17	791	684	962	2,437
Atlantic	105	6,677	814	4,905	12,396
Consolidation					
Total	481	28,072	6,388	22,164	56,624
Average per locomotive		59	13	46	118
Percentage of increase over 1897		51.3	30.0	64.3	53.2

DEFENDANTS' EXHIBIT 348-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Alton Railroad on December 31, 1897.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	11	431	.....	321	752
4-wheel switch	29	969	.....	784	1753
8-wheel road	142	3694	2162	5241	11097
Mogul	21	853.3	163	787	1803.3
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	30	1679	376	1551	3606
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Total	233	7626.3	2701	8684	19011.3
Average per locomotive	.....	32.7	11.6	37.3	81.6

(Signed) P. MAHER,
(Official position) *Supt. M. P. & E.*

DEFENDANTS' EXHIBIT 348-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Alton Railroad on December 31, 1900.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	17	833	.....	566	1399
4-wheel switch	15	503	.....	408	911
8-wheel road	92	2770	1554.7	3955	8279.7
Mogul	64	4018	601	3157	7776
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	19	900	220	825	1945
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	10	850	95	635	1580
Total	217	9874	2470.7	9546	21890.7
Average per locomotive	.....	45.5	11.3	44.	100.9
Percentage of increase over 1897	.....	39.1	(Decr.) 1.7	18.0	23.7

(Signed) P. MAHER,
(Official position) *Supt. M. P. & E.*

DEFENDANTS' EXHIBIT 348-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Alton Railroad on December 31, 1901.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	23	1231	.....	808	2039
4-wheel switch	12	408.5	.....	296.5	705
8-wheel road	75	2369	1311	3303.3	6983.3
Mogul	60	3898	577	3222	7697
Balanced comp	.....	.....	.....	.....	.....
Suburban	29	1725	488.3	1485.5	3698.8
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	10	850	95	683	1628
Consolidation	.....	.....	.....	.....	.....
Total	209	10481.5	2471.3	9798.3	22751.1
Average per locomotive	.....	50.2	11.8	46.9	108.9
Percentage of increase over 1897	.....	53.5	1.7	25.7	33.5

(Signed) P. MAHER,
(Official position) *Supt. M. P. & E.*

DEFENDANTS' EXHIBIT 348-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Alton Railroad on December 31/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	40	2096	.....	1254	3350
4-wheel switch	5	174	.....	106	280
8-wheel road	58	1919	1072.1	2880.4	5871.5
Mogul	68	4442	669.3	3757	8868.3
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	24	1442.9	423.5	1461	3327.4
12-wheel road	.....	.....	.....	.....	.....
Atlantic	9	437	389.5	770.4	1596.9
Consolidation	40	3000	417.5	2764.8	6782.3
Pacific	5	341.4	207.4	416.5	965.3
Total	249	14452.3	3179	13410.1	31041.7
Average per locomotive	.....	58.0	12.8	53.9	124.7
Percentage of increase over 1897	.....	77.4	10.3	44.5	52.8

(Signed) P. MAHER,
(Official position) *Supt. M. P. & E.*

DEFENDANTS' EXHIBIT 349-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Eastern Illinois R. R. June 30th, 1897.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	19	807.75	.....	514.75	1322.5
8-wheel switch					
8-wheel road	27	724.5	338.	755.05	1817.55
Mogul	54	1939.71	356.05	1870.7	4166.46
Balanced comp					
Suburban	10	371.7	65.7	241.8	679.2
10-wheel road	8	274.	94.	248.	616.
12-wheel road					
Atlantic					
Consolidation	20	1054.	129.2	780.	1963.2
Total	138	5171.66	982.95	4413.3	10567.91
Average per locomotive	.....	37.476	7.1228	31.98	76.59

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 349-B.

Statement showing number and weight of locomotive equipment of each type in service of the Chicago & Eastern Illinois R. R. June 30th, 1902.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	19	807.75	.....	514.75	1322.5
8-wheel switch					
8-wheel road	14	408.95	216.125	478.85	1103.925
Mogul	31	1158.21	385.2	1197.5	2740.91
Balanced comp					
Suburban	8	276.7	51.7	179.8	508.2
10-wheel road	14	658.	168.7	565.	1391.7
12-wheel road	22	1599.475	438.	1100.	3137.475
Atlantic					
Consolidation	31	1945.	404.2	1330.	3679.2
Total	139	6854.085	1663.925	5365.90	13883.91
Average per locomotive	.....	49.31	11.97	38.6	99.89
Percentage of increase over 1897	.....	31.6	68.1	20.7	30.4

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 349-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Eastern Illinois Railroad on June 30, 1907.

Type.	Number of locomotives.	Tons on drivers.	Tons on trucks.	Tons tenders loaded.	Total tons.
4-wheel switch	46	3129	.....	2117.85	5246.85
6-wheel switch	3	330	.....	240	570
6-wheel road	15	449.4	218.34	506	1173.74
Mogul	29	1421.097	180.206	1150.25	2742.553
Balanced comp	2	145.26	39.496	117.24	301.996
Suburban	2	85.88	23.62	50	159.5
10-wheel road	33	1977.49	528.498	1801.75	4307.738
12-wheel road	22	1626.96	327.014	1289.05	3243.024
Atlantic	24	1250.496	915.744	1657	3823.24
Consolidation	155	11463.963	1482.443	9604.85	22551.156
Total	331	21870.446	3715.361	18533.99	44119.797
Average per locomotive	.....	66.07	11.225	55.994	133.292
Percentage of increase over 1897	.....	76.3	57.6	75.1	74.1

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 350-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago Great Western Railway on June 30th, 1897.

C. G. W. classification.	Type.	No. of locos.	Total weight on drivers.	Total weight on trucks.	Weight in tender loaded.	Total weight of tenders.	Total weight.
3 motor	Subur	1	53,240	52,260	.....	.....	105,500
1-2 "	"	2	80,000	78,000	.....	.....	158,000
10-11-12	8 wheel	3	129,000	78,000	65,000	195,000	402,000
13	8 wheel	1	43,000	26,000	63,550	63,550	132,550
Standard	8 wheel	48	2,640,000	1,454,400	73,100	3,508,800	7,603,200
70-A	8 wheel	5	337,500	161,250	86,350	431,750	930,500
70-B	8 wheel	5	311,500	187,250	86,350	431,750	930,500
80-A	8 wheel	6	409,800	229,800	86,350	518,100	1,157,700
90	8 wheel	6	442,800	252,200	89,100	534,600	1,209,600
100-A	Mogul	44	3,572,000	748,000	73,100	3,216,400	7,536,400
100-B	"	5	435,000	75,000	73,350	366,750	876,750
401-404	4 wh. sw	4	246,000	.....	55,000	220,000	466,000
425-432	6 " "	8	744,000	.....	68,000	544,000	1,288,000
433-439	6 " "	7	623,000	.....	64,000	448,000	1,071,000
Total		145	10,366,840	3,322,160	883,250	10,478,700	24,167,700
Aver. per loco. (lbs.)			71,495	22,911	.....	72,267	166,673
" " " (tons)			35.7	11.5	.....	36.1	83.3

DEFENDANTS' EXHIBIT 350-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago Great Western Railway on June 30th, 1903.

C. G. W. classification.	Type.	No. of locos.	Total weight on drivers.	Total weight on trucks.	Total weight of tenders.	Total weight.
Brot. from 1897 sheet		145	10,366,840	3,322,160	10,478,700	24,167,700
410	6 wh. sw	1	57,800		64,000	121,800
1111 & 1113	8 wheel	2	82,000	54,000	105,000	241,000
1112, 1120 & 1130	8 wheel	12	588,000	336,000	805,800	1,729,800
80-B	8 wheel	2	149,000	50,000	142,600	341,600
150-A	Mogul	1	100,950	21,950	112,600	235,500
150-B	Mogul	1	101,600	23,800	112,600	238,000
170	10 wheel	6	619,050	217,800	675,600	1,512,450
180	Prairie	3	395,100	154,800	360,000	909,900
200-A	10 wheel	5	589,000	198,750	550,000	1,337,750
200-B	10 wheel	5	601,250	217,750	550,000	1,369,000
200-C	10 wheel	10	1,193,200	434,800	1,100,000	2,728,000
220-A	10 wheel	1	117,800	39,750	112,000	269,550
220-B	Prairie	20	2,664,000	1,170,000	2,400,000	6,234,000
220-C	Prairie	26	3,523,000	1,404,000	3,120,000	8,047,000
220-D	Prairie	6	813,000	312,000	720,000	1,845,000
300-A	Consolidated.	10	1,602,000	182,000	1,118,000	2,902,000
300-B	do.	10	1,592,000	206,200	1,110,000	2,898,200
Sw. E	6 wh. sw	5	667,500		435,000	1,102,500
Total		271	25,823,090	8,345,760	24,061,900	58,230,750
Average per locomotive			95,288#	30,796#	88,789#	214,873
" " " (tons)			47.6	15.4	44.4	107.4
Percentage of increase over 1897			33.3	33.9	23.0	28.9

DEFENDANTS' EXHIBIT 350-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago Great Western Railway on June 30th, 1906.

C. G. W. classification.	Type.	No. of locos.	Total weight on drivers.	Total weight on trucks.	Weight tender loaded.	Total weight of tenders.	Total weight.
Brot. forward 1903		271	25,823,090	8,345,760		24,061,900	58,230,750
220 E	Prairie	20	2,820,000	1,026,000	118,080	2,361,600	6,207,600
900	"	20	2,430,000	1,076,000	122,560	2,451,200	5,957,200
Total		311	31,073,090	10,447,760		28,874,700	70,395,550
1 engine scrapped		1	62,000	35,200		93,000	190,200
Total		310	31,011,090#	10,412,560#	240,640#	28,781,700#	70,205,350
Average per loco. (lbs.)			100,035	33,589	776	92,844	226,468
Average per loco. (tons)			50	16.8		46.4	113.1
Percentage of increase over 1897			40.1	46.1		28.5	31.9

DEFENDANTS' EXHIBIT 350-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago Great Western Railway on June 30th, 1907.

C. G. W. classification.	Type.	No. of locos.	Total weight on drivers.	Total weight on trucks.	Weight tender loaded.	Total weight of tenders.	Total weight.
Brot. forward 1906		310	31,011,090	10,412,560		28,781,700	70,205,350
10 engs. disposed of		10	428,416	259,727		650,657	1,338,800
Total		300	30,582,674	10,152,833		28,131,043	68,866,550
Average per loco. (lbs.)			101,943	33,842		93,770	229,555
Average per loco. (tons)			51	16.9		46.9	114.8
Percentage of increase over 1897			42.9	47.0		29.9	37.5

DEFENDANTS' EXHIBIT 351-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Northwestern Railroad on June 30, 1897.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	73	2144	.....	1719	3863
6-wheel switch	44	1939	.....	1176	3115
8-wheel switch	676	17299	10092	22203	49684
8-wheel road	23	903	157	663	1723
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	194	9019	2123	8643	19785
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Total	1010	31304	12372	34494	78170
Average per locomotive	.....	31.0	12.2	34.2	77.4

(Signed) R. QUAYLE,

(Official position) .....

DEFENDANTS' EXHIBIT 351-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Northwestern Railroad on June 30, 1904.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	62	1866	.....	1486	3352
6-wheel switch	125	6076	.....	4325	10401
8-wheel switch	577	16124	9455	21165	46744
8-wheel road	17	706	121	534	1361
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	483	26126	7188	24217	57531
10-wheel road	5	135	30	118	283
12-wheel road	38	1729	1273	2109	5111
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Total	1307	52762	18067	53954	124783
Average per locomotive	.....	40.4	13.8	41.3	95.5
Percentage of increase over 1897	.....	30.3	13.1	20.8	23.4

(Signed) R. QUAYLE,

(Official position) .....

DEFENDANTS' EXHIBIT 351-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago & Northwestern Railroad, on June 30, 1907.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	47	1417		1135	2552
6-wheel switch	185	9729		7325	17054
8-wheel switch					
8-wheel road	466	13520	7860	18028	39408
Mogul	17	706	121	534	1361
Balanced comp					
Suburban					
10-wheel road	626	34961	9796	34717	79474
12-wheel road	5	135	30	118	283
Atlantic	76	3458	2546	5320	11324
Consolidation					
Total	1422	63926	20353	67177	151456
Average per locomotive		45.0	14.3	47.2	106.5
Percentage of increase over 1897		45.2	17.2	38.0	97.6

(Signed) R. QUAYLE,
(Official position) .....

DEFENDANTS' EXHIBIT 352-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago, Peoria & St. Louis Railroad, on June 30, 1901.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	6	296.50		210.55	507.05
8-wheel switch					
8-wheel road	26	675.85	411.00	1028.95	2115.80
Mogul	7	324.10	60.90	350.35	735.35
Balanced comp					
Suburban					
10-wheel road	4	159.00	45.00	199.79	403.79
12-wheel road					
Atlantic					
Consolidation					
4-wheel switch	1	24.50		30.00	54.50
Total	44	1479.95	516.90	1819.64	3816.49
Average per locomotive		33.63	11.74	41.37	86.74

(Signed) A. L. ROSSETER,
(Official position) *S. M. P. & E.*

DEFENDANTS' EXHIBIT 352-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago, Peoria & St. Louis Railroad on June 30, 1904.

Type.	Number of locomotives.	Locomotives.		Tons, tenders, loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	7	359.75	.....	242.16	601.91
8-wheel switch	22	596.60	349.85	907.84	1854.29
8-wheel road	7	324.10	60.90	350.35	735.35
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	10	489.00	135.00	540.89	1164.89
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Total	46	1769.45	545.75	2041.24	4356.44
Average per locomotive	.....	38.47	11.86	44.37	94.70
Percentage of increase over 1901	.....	14.4	1.0	7.3	9.2

(Signed) A. L. ROSSETER,
(Official position) *S. M. P. & E.*

DEFENDANTS' EXHIBIT 352-C.

Statement showing the number and weight of all locomotive equipment of each type in service on the Chicago, Peoria & St. Louis Railroad on June 30, 1907.

Type.	Number of locomotives.	Locomotives.		Tons, tenders, loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	9	492.75	.....	324.66	217.41
8-wheel switch	19	523.85	320.05	786.54	1630.44
8-wheel road	7	324.10	60.90	350.35	735.35
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	10	489.00	135.00	540.89	1164.89
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	5	362.50	50.00	314.16	726.66
Consolidation	.....	.....	.....	.....	.....
Total	50	2192.20	565.95	2316.60	5074.75
Average per locomotive	.....	43.84	11.32	46.33	101.49
Percentage of increase over 1901	.....	30.4	(Dec.) 3.6	12.0	17.0

(Signed) A. L. ROSSETER,
(Official position) *S. M. P. & E.*

DEFENDANTS' EXHIBIT 353-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago, Rock Island & Pacific Railroad, on June 30th, 1897.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	67	2,216	.....	2,070	4,286
6-wheel switch	39	1,696	.....	1,104	2,800
8-wheel road	364	9,444	5,641	10,432	25,517
Mogul	42	1,827	315	1,365	3,507
Balanced comp	.....	.....	.....	.....	.....
Suburban	6	321	60	204	585
10-wheel road	46	2,404	662	1,788	4,854
12-wheel	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Pacific	.....	.....	.....	.....	.....
Total	564	17,908	6,678	16,963	41,549
Average per locomotive	.....	31.75	11.84	30.08	73.67

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 353-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago, Rock Island & Pacific Railroad, on June 30th, 1899.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	63	2,098	.....	1,040	3,138
6-wheel switch	39	1,696	.....	1,104	2,800
8-wheel road	347	9,232	5,490	10,093	24,815
Mogul	42	1,827	315	1,365	3,507
Balanced comp	.....	.....	.....	.....	.....
Suburban	6	321	60	204	585
10-wheel road	67	3,474	969	2,612	7,055
12-wheel	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Pacific	.....	.....	.....	.....	.....
Total	564	18,648	6,834	16,418	41,900
Average per locomotive	.....	33.06	12.12	29.11	74.29
Percentage of increase over 1897	.....	4.1	2.4	(Decr.)3.2	0.8

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 353-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago, Rock Island & Pacific Railroad on June 30th, 1905.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	32	1,077		571	1,648
6-wheel switch	143	8,447		5,505	13,952
8-wheel road	385	10,871	6,386	11,770	29,027
Mogul	47	2,044	353	1,528	3,925
Balanced comp	6	321	60	204	585
Suburban	326	19,014	5,986	16,125	41,125
10-wheel road	20	1,019	766	1,273	3,058
Atlantic	190	15,053	1,975	11,227	28,255
Consolidation	50	3,426	1,598	3,623	8,647
Pacific					
Total	1,199	61,272	17,124	51,826	130,222
Average per locomotive		51.10	14.28	43.23	108.61
Percentage of increase over 1897		60.9	20.6	43.7	47.4

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 353-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Chicago, Rock Island & Pacific Railroad on June 30th, 1907.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	10	336		179	515
6-wheel switch	172	10,275		6,786	17,061
8-wheel road	365	10,812	6,365	11,414	28,591
Mogul	48	2,088	360	1,560	4,008
Balanced comp	8	422	375	576	1,373
Suburban	6	321	60	204	585
10-wheel road	348	20,775	6,282	18,904	45,961
12-wheel road	20	1,019	766	1,273	3,058
Atlantic	299	23,889	2,734	18,115	44,738
Consolidation	61	4,194	2,027	4,448	10,669
Pacific					
Total	1,337	74,131	18,969	63,459	156,559
Average per locomotive		55.45	14.19	47.46	117.10
Percentage of increase over 1897		74.6	19.8	57.8	59.0

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 354-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Cincinnati, Hamilton & Dayton Railroad on June 30, 1897.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	38	1,527.1	.....	1,245.5	2,772.6
8-wheel switch					
8-wheel road	88	1,531.85	866.74	1,933.5	4,332.09
Mogul	13	551.00	101.375	570.7	1,223.075
Balanced comp					
Suburban					
10-wheel road	34	1,488.7	340.3	1,534.973	3,373.973
12-wheel road					
Atlantic					
Consolidation	4	174.4	26.2	159.175	359.775
4-wheel switch	2	63.6	.....	49.5	113.1
Total	149	5,336.65	1,343.615	5,493.350	12,173.615
Average per locomotive	.....	35.82	9.01	37.	81.72

(Signed) A. C. HINCKLEY,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 354-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Cincinnati, Hamilton & Dayton Railroad on June 30, 1904.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	45	1,914.4	.....	1,462.5	3,376.9
8-wheel switch					
8-wheel road	60	1,607.85	909.74	2,017.5	4,535.09
Mogul	13	551.0	101.375	570.7	1,223.075
Balanced comp					
Suburban					
10-wheel road	54	2,551.05	588.4	2,540.308	5,679.758
12-wheel road					
Atlantic					
Consolidation	4	174.4	26.2	159.175	359.775
4-wheel switch	2	63.6	.....	49.5	113.1
Total	178	6,862.30	1,625.715	6,799.683	15,287.698
Average per locomotive	.....	38.5	9.13	38.2	85.8
Percentage of increase over 1897	.....	7.5	1.3	3.2	5.1

(Signed) A. C. HINCKLEY,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 354–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Cincinnati, Hamilton & Dayton Railroad on June 30, 1905.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	49	2,178.4	.....	1,637.7	3,816.1
8-wheel switch	60	1,607.85	909.74	2,017.5	4,535.09
8-wheel road	13	551.0	101.375	570.7	1,223.075
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	81	4,050.30	893.9	3,972.008	8,916.208
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	35	2,564.275	341.35	1,835.175	4,740.800
Consolidation	2	63.6	.....	49.5	113.1
4-wheel switch	.....	.....	.....	.....	.....
Total	240	11,015.425	2,246.365	10,082.583	23,344.373
Average per locomotive	.....	45.9	9.4	42.01	97.2
Percentage of increase over 1907	.....	28.1	4.3	13.5	18.9

(Signed) A. C. HINCKLEY,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 354–D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Cincinnati, Hamilton & Dayton Railroad on June 30, 1907.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	49	2178.4	.....	1637.7	3816.1
8-wheel switch	60	1607.85	909.75	2017.5	4535.09
8-wheel road	13	551.0	101.375	570.7	1223.075
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	81	4050.30	893.9	3972.008	8916.208
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	35	2564.275	341.35	1835.175	4740.800
Consolidation	2	63.6	.....	49.5	113.1
4-wheel switch	.....	.....	.....	.....	.....
Total	240	11015.425	2246.365	10082.583	23344.373
Average per locomotive	.....	45.9	9.4	42.01	97.2
Percentage of increase over 1907	.....	28.1	4.3	13.5	18.9

(Signed) A. C. HINCKLEY,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 355-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Detroit, Toledo & Ironton Railroad on June 30/01.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons
		Tons on drivers.	Tons on trucks.		
4-wheel switch	1	26	0	15	41
6-wheel switch	4	165	0	96	261
8-wheel switch	0				
8-wheel road	10	254	129	230	613
Mogul	21	968	173	670	1811
Balanced comp	0				
Suburban	0				
10-wheel road	11	433	148	297	878
12-wheel road	0				
Atlantic	0				
Consolidation	9	420	66	360	846
Total	56	2266	516	1668	4450
Average per locomotive		40.46	9.21	29.79	79.46

(Signed) GEO. K. LOWELL,
(Official position) *Vice. Pres. & G. M.*

DEFENDANTS' EXHIBIT 355-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Detroit, Toledo & Ironton Railroad on June 30/06.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons
		Tons on drivers.	Tons on trucks.		
4-wheel switch	1	26	0	15	41
6-wheel switch	3	149	0	72	221
8-wheel switch					
8-wheel road	7	199	110	161	470
Mogul	24	1157	214	768	2139
Balanced comp	0				
Suburban	0				
10-wheel road	18	842	213	486	1541
12 wheel road	0				
Atlantic	0				
Consolidation	46	3433	419	2140	5992
Total	99	5806	956	3642	10404
Average per locomotive		58.64	9.66	36.79	105.09
Percentage of increase over 1901		44.9	4.8	23.4	32.1

(Signed) GEO. K. LOWELL,
(Official position) *Vice. Pres. & Gen. Mangr.*

DEFENDANTS' EXHIBIT 355–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Detroit, Toledo & Ironton Railroad on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	1	26	0	15	41
6-wheel switch	3	149	0	72	221
8-wheel switch	0				
8-wheel road	6	172	95	138	405
9-wheel road	23	1131	202	730	2069
Mogul	0				
Balanced comp	0				
Suburban	16	791	241	432	1464
10-wheel road	0				
12-wheel road	0				
Atlantic	44	3067	404	2046	5517
Consolidation					
Total	93	5336	942	3439	9717
Average per locomotive		57.37	10.13	36.98	104.48
Percentage of increase over 1901		41.8	10.0	24.1	31.3

(Signed) GEO. K. LOWELL,
(Official position) *Vice. Pres. & Gen. Mngr.*

DEFENDANTS' EXHIBIT 356–A.

ERIE RAILROAD COMPANY

CHICAGO & ERIE R. R. CO. NEW JERSEY & NEW YORK R. R.

Office of General Mechanical Superintendent, No. 50 Church street, New York City.

Statement showing the number and weight of all locomotive equipment of each type in service on June 30, 1897.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	114	5518		2783	8301
6-wheel switch	0				
8-wheel switch	337	9573	5061	10290	24924
8-wheel road	69	2647	544	2087	5278
Mogul	0				
Balanced comp	0				
Suburban	173	9634	2560	7653	19847
10-wheel road	6	521	81	270	872
12-wheel road	0				
Atlantic	299	16211	2243	12373	30827
Consolidation	0				
Pacific					
Total	998	44104	10489	35456	90049
Average per locomotive		44.19	10.51	35.53	90.23

DEFENDANTS' EXHIBIT 356-B.

ERIE RAILROAD COMPANY

CHICAGO & ERIE R. R. CO. NEW JERSEY & NEW YORK R. R.

Office of General Mechanical Superintendent, No. 50 Church street, New York City.

Statement showing the number and weight of all locomotive equipment of each type in service on June 30th, 1905.

Type.	Locomotives.			Tons tenders loaded.	Tons total.
	Number.	Tons of drivers.	Tons of trucks.		
6-wheel switch	141	7985	.....	4374	12359
8-wheel switch	0	.....	.....	.....	.....
8-wheel road	144	4902	2481	5737	13120
Mogul	52	2281	368	1898	4547
Balanced comp	3	173	134	236	543
Suburban	0	.....	.....	.....	.....
10-wheel road	255	14788	4021	12790	31599
12-wheel road	6	521	81	270	872
Atlantic	58	2437	2433	3640	8510
Consolidation	630	45658	5963	34667	86288
Pacific	3	244	122	244	610
Total	1292	79029	15623	63856	158508
Average per locomotive	.....	69.17	12.09	49.42	122.68
Per cent of increase over 1897	.....	38.4	15.0	39.1	36.0

DEFENDANTS' EXHIBIT 356-C.

ERIE RAILROAD COMPANY.

CHICAGO & ERIE R. R. CO. NEW JERSEY & NEW YORK R. R.

Office of General Mechanical Superintendent, No. 50 Church street, New York City.

Statement showing the number and weight of all locomotive equipment of each type in service on June 30, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	135	7684	.....	4177	11861
8-wheel switch	0	.....	.....	.....	.....
8-wheel road	124	4434	2185	4967	11586
Mogul	37	1671	262	1320	3253
Balanced comp	3	173	134	236	543
Suburban	0	.....	.....	.....	.....
10-wheel road	250	14574	3675	12620	31169
12-wheel road	6	521	81	270	872
Atlantic	* 58	2434	2381	3640	8455
Consolidation	726	55538	7298	42106	105042
Pacific	44	3278	1793	3382	8453
Total	1383	90307	18109	72968	181404
Average per locomotive	.....	65.30	13.09	52.78	131.17
Percentage of increase over 1897	.....	47.8	24.5	48.6	45.4

* The number of Atlantic type locomotives is the same June 30, 1905, and June 30, 1907, but the weights vary on account of changing from compound to simple in the interim.

DEFENDANTS' EXHIBIT 357.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Office of General Mechanical Superintendent, 50 Church street, New York City.

Statement showing the number and weight of all locomotive equipment of each type in service June 30th, 1899.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	0				
8-wheel switch	0				
8-wheel road	26	734	335	729	1798
Mogul	52	2529	416	1728	4673
Balanced comp	0				
Suburban	0				
10-wheel road	2	99	29	69	197
12-wheel road	0				
Atlantic	0				
Consolidation	8	456	72	309	837
Total	88	3818	852	2835	7505
Average per locomotive		43.39	9.68	32.22	85.28

DEFENDANTS' EXHIBIT 358.

NEW YORK, SUSQUEHANNA & WESTERN RAILROAD COMPANY.

Office of General Mechanical Superintendent, No. 50 Church street, New York City.

Statement showing the number and weight of all locomotive equipment of each type in service June 30th, 1905.

Type.	Locomotives.			Tons tenders loaded.	Tons total.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	0				
8-wheel switch	0				
8-wheel road	16	502	234	495	1231
Mogul	51	2495	409	1702	4606
Balanced comp	0				
Suburban	0				
10-wheel road	2	99	29	69	197
12-wheel road	0				
Atlantic	0				
Consolidation	8	456	72	309	837
Total	*77	3552	744	2573	6871
Average per locomotive		46.13	9.66	33.44	89.23
Per cent of increase over 1899		6.3	.02 (dec)	3.8	5.8

*NOTE.—The total number of locomotives decreased and the total weight increased as compared with June 30, 1899, due to retiring light locomotives in the interim.

DEFENDANTS' EXHIBIT 359.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Office of General Mechanical Superintendent, No. 50 Church street, New York City.

Statement showing the number and weight of all locomotive equipment of each type in service June 30, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	0				
8-wheel switch	0				
8-wheel road	12	393	179	291	863
Mogul	49	2419	385	1650	4454
Balanced comp	0				
Suburban	0				
10-wheel road	2	99	29	69	197
12-wheel					
Atlantic	0				
Consolidation	29	1834	222	1332	3388
Total	92	4745	815	3342	8902
Per cent of increase over 1899		18.9	8.5 (dec)	12.8	13.5
Average per locomotive		51.58	8.86	36.33	96.77

DEFENDANTS' EXHIBIT 360-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Georgia Southern & Florida Railroad on June 30, 1897.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	4	376,000#		240,000#	616,000#
8-wheel switch					
8-wheel road	11	742,500	374,000#	660,000	1,776,500
Mogul					
Balanced comp					
Suburban					
10-wheel road	14	1,092,000	450,000	900,000	2,442,000
12-wheel road					
Atlantic					
Consolidation					
Total	29	2,210,500	824,000	1,800,000	4,834,500
Average per locomotive (tons)		38.1	14.2	31.0	83.3

(Signed) L. B. RHODES,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 360-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Georgia Southern & Florida Railroad on June 30, 1903.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	4	376,000		240,000	616,000
8-wheel switch	18	1,288,500	684,000	1,270,000	3,242,500
8-wheel road					
Mogul					
Balanced comp					
Suburban	22	1,921,000	665,000	1,600,000	4,187,000
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
Total	44	3,585,500	1,350,000	3,110,000	8,045,500
Average per locomotive (tons)		40.7	15.4	35.3	91.4
Per cent of increase over 1897		6.8	8.5	13.9	9.7

(Signed) L. B. RHODES,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 360-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Georgia Southern & Florida Railroad on June 30, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	4	376,000		240,000	616,000
8-wheel switch	18	1,288,500	684,000	1,270,000	3,242,500
8-wheel road					
Mogul					
Balanced comp					
Suburban	32	4,443,500	1,728,750	4,770,000	10,942,250
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
Total	54	6,108,000	2,412,750	6,280,000	14,800,750
Average per locomotive (tons)		56.6	22.3	58.1	137.0
Per cent of increase over 1897		48.6	57.0	87.4	64.5

(Signed) L. B. RHODES,
(Official position).....

DEFENDANTS' EXHIBIT 361-A.

GREAT NORTHERN RAILWAY LINE.

Office of Superintendent of Motive Power.

Statement showing the number and weight of all locomotive equipment of each type in service of the Great Northern Railway on June 30, 1897.

Type.	Locomotives.			Weight of tenders loaded.	Total weight.
	Number of locos.	Weight on drivers.	Weight on trucks.		
No record.					
Total	443				
Average per locomotive	No record.				

GEO. H. EMERSON,
Superintendent Motive Power.

DEFENDANTS' EXHIBIT 361-B.

GREAT NORTHERN RAILWAY LINE.

Office of Superintendent of Motive Power.

Statement showing the number and weight of all locomotive equipment of each type in service of the Great Northern Railway on June 30, 1903.

Type.	Locomotives.			Weight of tenders loaded.	Total weight.
	Number of locomotives.	Weight on drivers.	Weight on trucks.		
6-wheel switch	46	4,712,950#		3,006,736#	7,719,686#
8-wheel road	154	7,963,600	4,475,266#	10,035,284	22,474,150
10-wheel road	73	8,421,800	2,266,640	7,239,200	17,927,640
Moguls	114	11,069,400	1,929,000	8,724,000	21,722,400
Consolidations	148	15,665,000	2,389,500	22,364,100	40,418,600
Mastodons	102	14,914,000	3,335,250	9,928,000	28,177,250
Total	637	62,746,750#	14,395,656#	61,297,320#	138,439,726#
Total in tons		31,373 & 750 lbs.	7,197 & 1656 lbs.	30,648 & 1320 lbs.	69,219 & 1726 lbs.
Average per locomotive (lbs.)	98,503#		22,599#	96,228#	217,330#
Average per locomotive (tons)	49		11	48	108

GEO. H. EMERSON,
Superintendent Motive Power.

DEFENDANTS' EXHIBIT 361-C.

GREAT NORTHERN RAILWAY LINE.

Office of Superintendent of Motive Power.

Statement showing the number and weight of all locomotive equipment of each type in service on the Great Northern Railway on June 30, 1905.

Type.	Locomotives.			Weight of tenders loaded.	Total weight.
	Number.	Weight on drivers.	Weight on trucks.		
4-wheel switch	56	6,025,300#	.....	3,769,036#	9,794,336#
8-wheel road	149	7,720,755	4,341,995	9,775,320	21,838,070
10-wheel road	83	9,761,200	2,566,640	8,469,800	20,797,640
Moguls	115	11,156,690	1,945,750	8,793,000	21,895,440
Consolidations	202	30,794,100	3,582,230	22,844,000	57,220,330
Mastodon	102	14,914,000	3,335,250	9,908,000	28,157,250
Total	707	80,372,045#	15,771,865#	63,559,156#	159,703,066#
Average per locomotive (lbs.)	.....	113,681#	22,308#	89,890#	225,888#
Average per locomotive (tons)	.....	56	11	45	112
Per cent of increase over 1903	.....	14.3	.....	6.3 (dec.)	3.7

GEO. H. EMERSON,
Superintendent Motive Power.

DEFENDANTS' EXHIBIT 361-D.

GREAT NORTHERN RAILWAY LINE.

Office of Superintendent of Motive Power.

Statement showing the number and weight of all locomotive equipment of each type in service on the Great Northern Railway on June 30th, 1907.

Type.	Locomotives.			Weight of tenders loaded.	Total weight.
	Number.	Weight on drivers.	Weight on trucks.		
4-wheel switch	72	8,185,300#	.....	5,049,036#	13,234,336#
8-wheel road	144	7,543,300	4,190,150#	9,437,110	21,170,560
10-wheel road	83	9,761,800	2,566,640	8,471,600	20,800,040
Moguls	115	10,918,400	1,928,160	8,324,000	21,170,560
Consolidations	217	34,615,100	3,433,500	23,966,000	62,014,600
Mastodons	102	14,894,000	3,355,250	9,878,000	28,127,250
Prairie	146	21,846,000	3,066,000	21,628,400	46,540,400
Pacific	26	3,926,000	1,014,000	3,853,200	8,793,200
Atlantic	10	1,120,000	497,000	1,482,000	3,099,000
Articulated	28	7,330,000	509,000	4,103,600	11,942,600
Total	943	120,139,900#	20,559,700#	96,192,946#	236,892,546#
Average per locomotive	.....	127,401#	21,803#	102,007#	251,211# or 129 tons & 1362#
Average per loco. (tons)	.....	63	11	51	125
Per cent of increase over 1903	.....	28.6	.....	6.3	15.7

GEO. H. EMERSON,
Superintendent of Motive Power.

DEFENDANTS' EXHIBIT 362-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Hocking Valley Railroad on June 30, 1897.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	6	303.00	.....	174.00	477.00
8-wheel switch					
8-wheel road	54	1301.75	643.75	1347.15	3292.65
Mogul	32	1512.25	240.75	1169.25	2922.25
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
4-wheel switch	13	378.25	.....	233.00	611.25
Total	105	3495.25	884.50	2923.40	7303.15
Average per locomotive	.....	33.29	10.29	27.84	69.55

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 362-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Hocking Valley Railroad on June 30, 1901.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	11	585.50	.....	396.50	982.00
8-wheel switch					
8-wheel road	31	873.00	454.80	1016.25	2344.05
Mogul	21	1005.75	158.25	819.00	1983.00
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	33	2123.10	227.45	1704.00	4054.55
4-wheel switch	8	240.75	.....	149.25	390.00
Total	104	4828.10	840.50	4085.00	9753.60
Average per locomotive	.....	46.42	9.89	39.28	93.78
Per cent of increase over 1897	.....	39.4	3.9 (dec)	41.1	34.8

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 362-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Hocking Valley Railroad on June 30, 1905.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	26	1430.50	.....	7064.00	2494.50
8-wheel switch	20	732.85	374.2	890.05	1997.10
8-wheel road	19	931.98	145.5	757.13	1834.6
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	68	4511.85	507.45	3524.75	8544.05
Consolidation	1	29.25	.....	18.00	47.25
4-wh. switcher	.....	.....	.....	.....	.....
Total	134	7636.43	1027.15	6253.93	14917.50
Average per locomotive	.....	56.98	9.59	46.67	111.32
Per cent of increase over 1897	.....	71.2	6.8 (dec)	67.6	60.1

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 362-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Hocking Valley Railroad on June 30, 1907.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel stwitch	35	2020.68	.....	1471.40	3492.08
8-wheel switch	20	795.85	403.80	957.35	2157.00
8-wheel road	19	931.98	145.50	757.13	1834.60
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	68	4511.85	507.45	3524.75	8544.05
Consolidation	.....	.....	.....	.....	.....
Total	142	8260.36	1056.75	6710.63	16027.74
Average per locomotive	.....	58.17	9.87	47.26	112.87
Per cent of increase over 1897	.....	74.7	4.1 (dec.)	69.8	62.3

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 363-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Toledo & Ohio Central Railroad on June 30, 1901.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	8	396.00	.....	184.00	580.00
8-wheel switch					
8-wheel road	33	895.00	435.50	1216.60	2547.10
Mogul	15	668.50	109.50	601.10	1379.10
Balanced comp					
Suburban					
10-wheel road	23	981.00	327.00	858.00	2166.00
12-wheel road					
Atlantic					
Consolidation					
4-wheel switch	9	259.00	.....	193.05	452.05
Total	88	3199.50	872.00	3052.75	7124.25
Average per locomotive	.....	36.36	12.27	34.69	80.95

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 363-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Toledo & Ohio Central Railroad on June 30, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	25	1420.24	.....	922.05	2342.29
8-wheel switch					
8-wheel road	19	754.95	368.00	891.35	2014.30
Mogul	11	500.50	82.50	451.60	1034.60
Balanced comp					
Suburban					
10-wheel road	23	982.27	338.27	844.27	2164.81
12-wheel road					
Atlantic					
Consolidation	47	3274.70	381.50	2455.25	6111.45
Total	125	6932.66	1170.27	5564.52	13667.45
Average per locomotive	.....	55.46	11.71	44.52	109.34
Per cent of increase over 1901	.....	52.5	(dec) 4.6	28.3	35.1

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 364.

Statement showing the number and weight of all locomotive equipment of each type in service of the Kanawha & Michigan Railroad on June 30, 1901.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	2	80.00	.....	54.00	134.00
8-wheel switch	6	142.00	70.00	221.00	433.00
8-wheel road	19	870.00	141.50	665.00	1676.50
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	.....	.....	.....	.....	.....
Total	27	1092.00	211.50	940.00	2243.50
Average per locomotive	.....	40.44	8.46	34.81	83.09

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 365.

Statement showing the number and weight of all locomotive equipment of each type in service of the Kanawha & Michigan Railroad, on June 30, 1902.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	2	80.00	.....	54.00	134.00
8-wheel switch	5	118.50	58.50	183.60	360.60
8-wheel road	19	870.00	141.50	665.00	1676.50
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	5	331.25	40.00	187.50	558.75
Consolidation	.....	.....	.....	.....	.....
Total	31	1399.75	240.00	1090.10	2729.85
Average per locomotive	.....	45.15	8.27	35.17	88.06
Percent of increase over 1901	.....	11.6	2.2 (dec)	1.0	6.0

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 366.

Statement showing the number and weight of all locomotive equipment of each type in service of the Kanawha & Michigan Railroad, on June 30th, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	7	404.20	.....	295.00	699.20
8-wheel switch	.....	.....	.....	.....	.....
8-wheel road	9	386.50	187.50	461.90	1035.90
Mogul	18	830.00	135.50	630.00	1595.50
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Consolidation	23	1558.30	182.50	1176.85	2917.65
Atlantic	.....	.....	.....	.....	.....
8 coupled, double ender	2	182.00	40.00	.....	222.00
Total	59	3361.00	545.50	2563.75	6470.25
Average per locomotive	.....	56.96	10.49	44.98	109.66
Percent of increase over 1901	.....	40.9	24.0	29.2	32.0

(Signed) S. S. STIFFEY,
(Official position) *Gen'l Supt. M. P.*

DEFENDANTS' EXHIBIT 367-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Shore & Michigan Southern Railroad, on December 31/97.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	24	745	.....	61	806
6-wheel switch	62	2777	.....	1765	4542
6-wheel road	6	105	43	108	256
8-wheel switch	0	.....	.....	.....	.....
8-wheel road	197	4095	2575	6388	13058
Mogul	75	2727	464	2322	5513
Balanced comp	0	.....	.....	.....	.....
Suburban	0	.....	.....	.....	.....
10-wheel road	154	6326	1939	5909	14174
12-wheel road	0	.....	.....	.....	.....
Atlantic	0	.....	.....	.....	.....
Consolidation	0	.....	.....	.....	.....
Prairie	0	.....	.....	.....	.....
Pacific	0	.....	.....	.....	.....
Decapod	0	.....	.....	.....	.....
Total	518	17375	5023	16553	38951
Average per locomotive	.....	33	10	32	75

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22nd, 1908.*

DEFENDANTS' EXHIBIT 367-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Shore & Michigan Southern Railroad on December 31/00.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	9	288		61	349
6-wheel switch	75	3908		2305	5913
6-wheel road	0				
8-wheel road	0				
8-wheel switch	119	2095	1601	4230	8826
9-wheel road	69	2535	432	2140	5107
Mogul	0				
Balanced comp	0				
Suburban	185	8374	2564	7750	18688
10-wheel road	0				
12-wheel road	0				
Atlantic	65	4864	630	3778	9272
Consolidation	2	134	52	127	313
Prairie	0				
Pacific	0				
Decapod					
Total	524	22798	5279	20391	48468
Average per locomotive		43	10	39	92
Per cent of increase over 1897		30.3		21.9	22.7

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22nd, 1908.*

DEFENDANTS' EXHIBIT 367-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Shore & Michigan Southern Railroad on December 31, 1901.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	5	158		30	188
6-wheel switch	75	3,608		2,305	5,913
6-wheel road	0				
8-wheel road	0				
8-wheel switch	112	2,832	1,512	4,003	8,347
9-wheel road	67	2,477	422	2,082	4,981
Mogul	0				
Balanced comp	0				
Suburban	185	8,374	2,564	7,750	18,688
10-wheel road	0				
12-wheel road	0				
Atlantic	115	8,814	1,180	6,890	16,884
Consolidation	13	871	338	823	2,032
Prairie	0				
Pacific	0				
Decapod					
Total	572	27,134	6,016	23,883	57,033
Average per locomotive		47	11	42	100
Per cent of increase over 1897		42.4	10.0	31.3	33.3

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22nd, 1908.*

DEFENDANTS' EXHIBIT 367-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Shore & Michigan Southern Railroad on December 31, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	2	61			61
6-wheel switch	250	16,303		10,309	22,612
6-wheel road	0				
8-wheel switch	0				
8-wheel road	29	834	434	1,028	2,296
Mogul	17	825	146	632	1,603
Balanced comp	0				
Suburban	0				
10-wheel road	173	7,872	2,413	7,284	17,569
12-wheel road	0				
Atlantic	10	488	342	633	1,463
Consolidation	322	2,8478	3,367	21,169	53,014
Prairie	71	5,147	2,043	4,911	12,101
Pacific	45	3,870	2,025	3,650	9,545
Decapod	8	1,080		598	1,678
Inspection	3	106	58	156	320
Total	930	65,064	10,828	50,370	126,302
Average per locomotive		70	12	54	136
Per cent of increase over 1897		112.1	20.0	68.8	81.1

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22, 1908.*

DEFENDANTS' EXHIBIT 368-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Erie & Western Railroad on December 31/01.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	3	78		62	140
6-wheel switch	7	353		272	625
8-wheel switch	0				
8-wheel road	69	1570	806	2303	4679
Mogul	40	1828	280	1518	3626
Balanced comp	0				
Suburban	0				
10-wheel road	0				
12-wheel road	0				
Atlantic	0				
Consolidation	0				
Total	119	3829	1086	4155	9070
Average per locomotive		32	9	35	76

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22, 1908.*

DEFENDANTS' EXHIBIT 368–B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Erie & Western Railroad on December 31/04.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	3	78	.....	62	140
6-wheel switch	12	636	.....	445	1081
8-wheel switch	0	.....	.....	.....	.....
8-wheel road	40	1000	549	1416	2965
Mogul	40	1828	280	1518	3626
Balanced comp	0	.....	.....	.....	.....
Suburban	0	.....	.....	.....	.....
10-wheel road	12	502	150	568	1220
12-wheel road	0	.....	.....	.....	.....
Atlantic	0	.....	.....	.....	.....
Consolidation	25	1982	251	1399	3632
Total	132	6026	1230	5408	12064
Average per locomotive	.....	46	9	41	96
Per cent of increase over 1901	.....	43.8	.....	17.1	26.3

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22, 1908.*

DEFENDANTS' EXHIBIT 368–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Erie & Western Railroad on December 31/06.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	0	.....	.....	.....	.....
6-wheel switch	18	1,008	.....	682	1,690
8-wheel switch	0	.....	.....	.....	.....
8-wheel road	45	1,337	697	1,749	3,783
Mogul	40	1,828	280	1,518	3,626
Balanced comp	0	.....	.....	.....	.....
Suburban	0	.....	.....	.....	.....
10-wheel road	12	502	150	568	1,220
12-wheel road	0	.....	.....	.....	.....
Atlantic	0	.....	.....	.....	.....
Consolidation	35	2,887	360	2,051	5,298
Total	150	7,562	1,487	6,568	15,617
Average per locomotive	.....	50	10	44	104
Per cent of increase over 1901	.....	56.2	11.1	25.7	36.8

LE GRAND PARISH,
Sup't Motive Power.

CLEVELAND, O., *July 22, 1908.*

DEFENDANTS' EXHIBIT 369-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Lake Erie & Western Railroad on December 31/07.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	0				
6-wheel switch	22	1,256		840	2,096
8-wheel switch	0				
8-wheel road	35	1,276	642	1,518	3,436
Mogul	40	1,828	280	1,518	3,626
Balanced comp	0				
Suburban	0				
10-wheel road	12	502	150	568	1,220
12-wheel road	0				
Atlantic	0				
Consolidation	40	3,340	415	2,377	6,132
Total	149	8,202	1,487	6,821	16,510
Average per locomotive		55	10	46	111
Per cent of increase over 1901		71.9	11.1	31.4	46.1

LE GRAND PARISH,
Sup't Motive Powr.

CLEVELAND, O., *July 22, 1908.*

DEFENDANTS' EXHIBIT 369-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Maine Central Railroad on June 30, 1897.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switchers	10	299		200	499
6-wheel switchers	9	408		268	676
Moguls	35	1789	332	1309	3430
8-wheel	99	2803	1516	2539	6858
10-wheel	5	202	66	170	438
Pacific					
Forney	1	31	17		48
4 cyl. comp					
Total	159	5532	1931	4486	11949
Average		34.8	12.1	28.2	75.1

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 369–B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Maine Central Railroad on June 30/00.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switchers	10	299		200	499
6-wheel switchers	9	408		268	676
Moguls	39	1916	360	1416	3692
8-wheel	98	2779	1502	2509	6790
10-wheel	9	400	132	338	870
Pacific	1	31	17		48
Forney					
4 cyl. comp					
Total	166	5833	2011	4731	12575
Average		35.1	12.1	28.5	75.7
Per cent of increase over 1897		0.9		1.1	0.8

(Signed) .....

(Official position) .....

DEFENDANTS' EXHIBIT 369–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Maine Central Railroad on June 30, 1902.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switchers	10	299		200	499
6-wheel switchers	9	408		268	676
Moguls	49	2504	455	1873	4832
8-wheel	86	2542	1367	2779	6688
10-wheel	12	569	138	482	1189
Pacific	1	31	17		48
Forney					
4-cyl. comp. Mogul					
Total	167	6353	1977	5602	13932
Average		38	11.8	33.6	83.4
Per cent of increase over 1897		9.2	2.5 (dec)	19.1	11.1

(Signed) .....

(Official position) .....

DEFENDANTS' EXHIBIT 369–D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Maine Central Railroad on June 30, 1907.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on driven.	Tons on trucks.		
4-wheel switchers	9	285		208	49
6-wheel switchers	18	720		624	1344
Moguls	49	2601	442	1950	4993
8-wheel	78	2509	1356	2714	6579
10-wheel	42	2183	762	2180	5125
Pacific	2	136	74	140	350
Forney	3	113	40	12	165
4-cyl. comp. Mogul	1	52	13	38	103
Total	202	9099	2687	7866	19652
Average		45	13.3	38.9	97.3
Per cent of increase over 1897		29.3	9.9	37.9	28.6

(Signed) .....

(Official position) .....

DEFENDANTS' EXHIBIT 370–A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Michigan Central Railroad on December 31st, 1902.

Type.	Locomotives.			Tons tenders loaded.	Total tons exclusive of tender.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
4-wheel switch	43	1256			1256
6-wheel switch	64	3217			3217
8-wheel switch					
8-wheel road	180	4744			7300
Mogul	26	1370			1991
Balanced comp					
Suburban					
10-wheel road	91	4704			6963
10-wheel comp	1	49			69
12-wheel road					
Atlantic	28	1330			2464
Compound consolidation	28	2464			2660
Total	461	19134			24950
Average per locomotive		41.5			53.6

.....

Superintendent of Motive Power.

DEFENDANTS' EXHIBIT 370-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Michigan Central Railroad on December 31st, 1903.

Type.	Locomotives.			Tons tenders loaded.	Total tons exclusive of tender.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
4-wheel switch	40	1172			1172
6-wheel switch	65	3317			3317
8-wheel switch	182	4788			7430
8-wheel road	26	1370			1501
Mogul					
Balanced comp					
Suburban	91	4704			5062
10-wheel road	1	49			63
10-wheel comp					
12-wheel road	28	1330			2464
Atlantic	28	2464			2060
Compound consolidation					
Total	461	19194			24679
Average per locomotive		41.6			53.5
Per cent of increase over 1902		0.2			0.2

.....

Superintendent Motive Power.

DEFENDANTS' EXHIBIT 370-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Michigan Central Railroad on December 31, 1904.

Type.	Locomotives.			Tons tenders loaded.	Total tons exclusive of tender.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
4-wheel switch	32	944			944
6-wheel switch	73	3841			3841
8-wheel switch	142	3749			5822
8-wheel road	26	1370			1591
Mogul					
Balanced comp					
Suburban	97	5054			6444
10-wheel road	1	49			63
10-wheel comp					
12-wheel road	4	281			442
Pacific	28	1330			2464
Atlantic	58	4906			5637
Compound consolidation					
Total	461	21524			27248
Average per locomotive		46.7			59.1
Per cent of increase over 1902		12.5			10.7

.....

Superintendent Motive Power.

DEFENDANTS' EXHIBIT 370-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Michigan Central Railroad on December 31, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons exclusive of tenders.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
4-wheel switch	21	620			620
6-wheel switch	115	6662			6662
8-wheel switch					
8-wheel road	107	2931			4395
Mogul	25	1340			1334
Balanced comp					
Suburban					
10-wheel road	126	6789			6781
12-wheel road					
Atlantic	28	1330			2000
Pacific	15	1065			1673
Consolidation	10	1000			1169
Comp. consol'n	90	7634			8570
Decapod switch	1	135			135
Total	538	29506			36311
Average per locomotive		54.8			67.5
Per cent of increase over 1902		32.0			36.4

Superintendent Motive Powe.

DEFENDANTS' EXHIBIT 371-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis & St. Louis Railroad on June 30, 1897.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
6-wheel switch	3	135[1080]		99[80]	234
8-wheel switch					
8-wheel road	47	1166[700]	759[200]	1555[1000]	3481[900]
Mogul					
Balanced comp.					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
4-wheel switch	4	115[1440]		111[420]	226[1860]
Total	54	1418[200]	759[200]	1765[470]	3942[970]
Average per locomotive		26[260]	16[181]	32[660]	73[000]

(Signed) JOHN TONGE,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 371-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis & St. Louis Railroad on June 30, 1902.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
6-wheel switch	9	489 1050		280 1270	770 2320
8-wheel switch	47	1166 7900	750 2000	1555 1900	3481 2900
8-wheel road	15	802 2250	160 2250	782 1250	1813 1750
Mogul					
Balanced comp					
Suburban	4	220	72	204 2000	496 2000
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	4	115 1400		111 1420	226 1820
4-wheel switch					
Total	79	2883 1202	1000 1400	2904 1740	6788 1740
Average per locomotive		36 1900	13 1210	36 1770	85 1920
Per cent of increase over 1897		39.0	6.2 (dec.)	12.5	17.7

(Signed) JOHN TONGE,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 371-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis & St. Louis Railroad on June 30, 1907.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
6-wheel switch	11	548 2000		341 1430	889 1230
8-wheel switch					
8-wheel road	54	1382 2700	880 2200	1805 2300	4067 1800
Mogul	23	1411 1450	261 1250	1249 1650	2922 1350
Balanced comp					
Suburban	4	220	72	204 2000	496 2000
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	5	149 1750		129 1130	278 2900
4-wheel switch					
Total	97	3,711 1200	1213 1450	3729 1600	8654 1950
Average per locomotive		38 2675	14 2270	38 1452	89 2276
Per cent of increase over 1897		45.7	7.3 (dec.)	17.6	22.3

(Signed) JOHN TONGE,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 372-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis, St. Paul and S. S. M. Railroad on June 30, 1897.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number of locomotives.	Tons on drivers.	Tons on trucks.		
6-wheel switch	5	222.97	.....	137.18	360.15
8-wheel switch					
8-wheel road	55	1577.45	871.40	1967.30	4416.15
Mogul	16	691.96	131.00	544.72	1367.68
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	28	1641.195	208.13	1054.75	2904.075
Total	104	4133.575	1210.53	3703.95	9048.055
Average per locomotive	.....	39.75	11.64	35.61	87.00

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 372-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis, St. Paul and S. S. M. Railroad, on June 30, 1901.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	5	222.97	.....	137.18	360.15
8-wheel switch					
8-wheel road	42	1228.90	679.35	1552.64	3460.89
Mogul	16	691.96	131.00	544.72	1367.68
Balanced comp					
Suburban					
10-wheel road	5	240.00	100.00	248.875	588.875
12-wheel road	1	92.55	12.45	62.275	167.275
Atlantic					
Consolidation	31	1872.945	240.53	1228.15	3341.625
Total	100	4349.325	1163.33	3773.840	9286.495
Average per locomotive	.....	43.493	11.63	37.74	92.86
Per cent of increase over 1897	.....	9.4	0.1 (dec.)	6.0	6.7

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 372–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis, St. Paul & S. S. M. Railroad, on June 30, 1904.

Type.	Locomotives.			Tons tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	7	342.57	.....	216.38	558.95
8-wheel switch	.....	.....	.....	.....	.....
8-wheel road	41	1198.65	662.50	1515.06	3376.21
Mogul	26	1316.96	246.00	1122.72	2685.68
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	12	660.735	228.17	643.675	1,532.58
12-wheel road	2	156.55	31.90	112.275	300.725
Atlantic	.....	.....	.....	.....	.....
Consolidation	44	2920.83	385.26	1999.75	5,305.84
Pacific	1	49.70	29.115	50.00	128.815
Total	133	6645.995	1582.945	5659.860	13,888.800
Average per locomotive	.....	49.97	11.90	42.56	104.43
Per cent of increase over 1897	.....	25.7	2.2	19.5	20.0

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 372–D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Minneapolis, St. Paul and S. S. M. Railroad, on June 30, 1907.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
6-wheel switch	13	701.37	.....	447.98	1149.35
8-wheel switch	.....	.....	.....	.....	.....
8-wheel road	39	1149.05	635.00	1453.78	3237.83
Mogul	81	4756.46	878.50	4301.72	9936.68
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	12	660.735	228.17	643.675	1532.58
12-wheel road	2	156.55	31.90	112.275	300.725
Atlantic	.....	.....	.....	.....	.....
Consolidation	72	5356.83	770.26	3636.35	9763.44
Pacific	23	1473.00	828.815	1321.60	3623.415
Prairie	10	651.00	311.50	584.50	1547.00
Total	252	14904.995	3684.145	12501.880	31091.020
Average per locomotive	.....	59.15	14.61	49.61	123.37
Per cent of increase over 1897	.....	48.8	25.5	39.3	41.8

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 373-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, New Haven & Hartford Railroad, on June 30, 1897.

Type.	Locomotives.			Tons, tenders loaded.	Total tons.
	Number.	Tons on drivers.	Tons on trucks.		
4-wheel switch	42	1067	000	961	[illegible]
6-wheel switch	59	2633	000	1575	[illegible]
8wheel switch	0	0	0	0	0
8-wheel road	455	14295	7991	17410	[illegible]
Mogul	62	3169	540	2563	[illegible]
Balanced comp	0	0	0	0	0
Suburban	33	980	000	601	[illegible]
10-wheel road	29	1197	389	1047	[illegible]
12-wheel road	0	0	0	0	0
Atlantic	0	0	0	0	0
Consolidation	25	1775	175	1175	[illegible]
Bogie & Dummy	5	139	28	57	[illegible]
Total	710	25255	9123	25389	[illegible]
Average per locomotive		35.5	12.8	35.7	[illegible]

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 373-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, New Haven & Hartford Railroad on June 30/03.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	56	1696	000	1191	[illegible]
6-wheel switch	96	4675	000	2986	[illegible]
8-wheel switch	0	0	0	0	0
8-wheel road	497	15443	8611	18245	[illegible]
Mogul	194	10421	1886	8441	[illegible]
Balanced comp	0	0	0	0	0
Suburban	33	980	0	601	[illegible]
10-wheel road	50	2184	728	1939	[illegible]
12-wheel road	0	0	0	0	0
Atlantic	0	0	0	0	0
Consolidation	50	3107	391	2312	[illegible]
Bogie & dummy	7	199	20	174	[illegible]
Total	983	38705	11636	35890	[illegible]
Average per locomotive		39.4	11.8	36.5	[illegible]
Per cent of increase over 1897		11.0	7.8 (dec)	2.2	[illegible]

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 373–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, New Haven & Hartford Railroad on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	24	810	000	689	1398
6-wheel switch	164	9460	0	6425	15376
8-wheel switch	0	0	0	0	0
8-wheel road	451	15010	8276	16378	41598
8-wheel road	340	20250	3401	17185	40338
Mogul	2	119	42	119	280
Balanced comp	14	414	000	324	713
Suburban	104	5260	1659	5882	13100
10-wheel road	0	0	0	0	0
12-wheel road	0	0	0	0	0
Atlantic	43	2780	326	1984	4990
Consolidation	0	0	0	0	0
Begle & dummy					
Total	1142	54103	13704	48986	116793
Average per locomotive		47.4	12	42.9	102.3
Per cent of increase over 1897		33.5	6.3 (dec)	20.2	21.8

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 374–A.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, Ontario & Western Railroad, on June 30/97.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch					
6-wheel switch					
8-wheel road	32	1057½	521	1208	2786½
Mogul	48	2072½	336½	1735½	4144½
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	53	2887	439	2058	5384
Total	133	6017	1296½	5001½	12315
Average per locomotive		45.24	9.75	37.60	92.59

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 374-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, Ontario & Western Railroad, on June 30/98.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch					
8-wheel road	32	1067½	535	1224	2826½
Mogul	48	2072½	336½	1735½	4144½
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	53	2887	439	2058	5384
Total	133	6047	1310½	5017½	12375
Average per locomotive		45.43	9.85	37.72	93
Per cent of increase over 1897		0.4	1.0	0.3	0.4

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 374-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, Ontario & Western Railroad on June 30/04.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch					
8-wheel road	29	1047½	510	1176	2733½
Mogul	62	3210½	515	2734½	6460
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	73	4665½	664½	3356½	8686½
Total	164	8923½	1689½	7267	17880
Average per locomotive		54.41	10.30	44.31	109.02
Per cent of increase over 1897		20.2	5.6	17.8	17.7

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 374-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the New York, Ontario & Western Railroad on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch					
8-wheel road	26	968½	468½	1006	2533
Mogul	93	5898	876½	4674	11448½
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	54	2959	449	2226½	5634½
Total	173	9825½	1794	7906½	19616
Average per locomotive		56.8	10.4	46.2	113.4
Per cent of increase over 1897		25.0	6.7	22.8	22.5

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 375-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Norfolk & Western Railroad, on June 30/97.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	25	1105	.....	644	1749
8-wheel switch	40	1101	603	1222	2926
8-wheel road	4	159	31	136	326
Mogul					
Balanced comp					
Suburban	80	3095	1035	2678	6808
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	264	13651	1814	8633	24098
Total	413	19102	3492	13313	35907
Average per locomotive		46.2	8.5	32.2	86.9

(Signed) JOHN A. PILCHER,
Mechanical Engineer.

(Official position) .....

DEFENDANTS' EXHIBIT 375–B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Norfolk & Western Railroad, on June 30/03.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	23	1016	.....	644	166
8-wheel switch					
8-wheel road	31	882	480	900	2262
Mogul	7	258	52	162	472
Balanced comp					
Suburban					
10-wheel road	90	4076	1307	3513	8896
12-wheel road					
Atlantic	6	256	a 118 / b 129	350	853
Consolidation	423	25578	3264	16385	45227
Total	580	32046	5350	22014	59413
Average per locomotive	.....	55.2	9.2	38.	102.4
Per cent of increase over 1897	.....	19.5	8.2	18.0	17.8

a Truck. b Trailer.

(Signed) JOHN A. PILCHER,
(Official position) *Mechanical Engineer,*
Roanoke, Virginia.

DEFENDANTS' EXHIBIT 375–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Norfolk & Western Railroad, on June 30/06.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	23	1016	.....	644	166
8-wheel switch					
8-wheel road	26	744	417	810	1971
Mogul	7	258	52	162	472
Balanced comp					
Suburban					
10-wheel road	85	3976	1239	3371	8586
12-wheel road	30	2520	480	1749	4749
Atlantic	7	299	a 138 / b 150	408	995
Consolidation	551	35061	4340	22747	62148
Pacific	5	326	a 78 / b 86	292	782
Total	734	45100	6980	30183	82263
Average per locomotive	.....	61.4	9.5	41.1	112.
Per cent of increase over 1897	.....	32.9	11.8	27.6	28.9

a Truck. b Trailer.

(Signed) JOHN A. PILCHER,
(Official position) *Mechanical Engineer,*
Roanoke, Virginia.

DEFENDANTS' EXHIBIT 375-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Norfolk & Western Railroad, on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	23	1016	.....	644	1660
6-wheel switch	25	715	408	780	1903
8-wheel road	7	258	52	162	472
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	85	3976	1239	3371	8586
10-wheel road	125	10500	2000	7500	20000
12-wheel road	7	299	a 138 / b 150	408	995
Atlantic	351	35961	4340	22747	63048
Consolidation	20	1304	a 312 / b 344	1168	3128
Pacific	843	54029	8983	36780	99792
Total	.....	64.1	10.6	43.6	118.3
Average per locomotive	.....	38.7	34.7	35.4	36.1
Per cent of increase over 1897	.....	.....	.....	.....	.....

a Truck. b Trailer.

(Signed) JOHN A. PILCHER,
(Official position) *Mechanical Engineer, Roanoke, Virginia.*

DEFENDANTS' EXHIBIT 376-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the P., C., C. & St. L. Ry. Railroad, on December 31, '97.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	2	63.5	.....	56.0	119.5
6-wheel switch	56	2183.45	.....	1203.91	3387.36
8-wheel switch	2	116.00	.....	.....	116.00
8-wheel road	124	3808.81	2120.25	4230.0	10159.06
Mogul	5	320.25	45.00	200.00	565.25
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	55	1702.53	676.05	1723.00	4161.58
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	239	11904.02	1638.28	9263.00	22805.30
Total	483	20158.56	4479.58	16675.91	41314.05
Average per locomotive	.....	41.11	10.59	34.64	85.53

(Signed) D. F. CRAWFORD,
(Official position) *Gen'l Supt. of Motive Power.*

DEFENDANTS' EXHIBIT 376-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the P., C., C. & St. L. Railroad, on December 31, '05.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	2	80.20		61.15	141.35
6-wheel switch	76	3809.50		7052.98	10862.48
8-wheel switch	2	145.00			145.00
8-wheel road	99	3212.68	1768.21	3456.88	8437.77
Mogul	16	1027.55	147.30	728.00	1902.85
Balanced comp					
Suburban					
10-wheel road	72	4994.79	1401.76	3828.00	10224.55
12-wheel road					
Atlantic	37	2148.60	637.15	2676.75	5462.50
Consolidation	322	20120.49	2588.34	15510.22	38219.05
Total	626	35598.81	6542.76	33313.98	75455.55
Average per locomotive		56.86	11.98	53.38	120.62
Per cent of increase over 1897		38.3	13.1	54.1	40.9

(Signed) D. F. CRAWFORD,
(Official position) *Gen'l Supt. of Motive Power.*

DEFENDANTS' EXHIBIT 376-C.

Statement showing the number and weight of all locomotive equipment of each type in service on the P., C., C. & St. L. Railroad, on December 31, '07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	2	80.20		61.15	141.35
6-wheel switch	96	4830.00		3725.63	8555.63
8-wheel switch	2	145.00			145.00
8-wheel road	80	2736.30	1463.65	3299.25	7499.20
Mogul	16	1027.55	147.30	728.00	1902.85
Balanced comp					
Suburban					
10-wheel road	53	4375.00	1175.00	3347.00	8897.00
12-wheel road					
Atlantic	59	3450.45	1007.30	4140.75	8597.50
Consolidation	377	25907.64	3269.09	20248.45	49425.18
Total	685	42552.14	7062.34	35539.23	85143.71
Average per locomotive		62.11	12.07	52.02	124.30
Per cent of increase over 1897		51.1	14.0	50.2	61.7

(Signed) D. F. CRAWFORD,
(Official position) *Gen'l Supt. of Motive Power.*

DEFENDANTS' EXHIBIT 377-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Pennsylvania Company on December 31, '97.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	17	533.1	.....	424.6	957.7
6-wheel switch	79	3220.9	.....	1659.4	4880.3
8-wheel switch	87	3370.6	1403.3	2582.8	7356.7
8-wheel road	.....	.....	.....	.....	.....
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	76	2887.7	891.3	2180.0	5959.0
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	.....	.....	.....	.....	.....
Atlantic	244	12547.3	1605.9	8202.0	22355.2
Consolidation	.....	.....	.....	.....	.....
Total	503	22559.6	3900.5	15048.8	41508.9
Average per locomotive	.....	44.85	7.75	29.92	82.52

(Signed) D. F. CRAWFORD,
(Official position) *Gen'l Supt. of Motive Power.*

DEFENDANTS' EXHIBIT 377—B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Pennsylvania Company on December 31, '03.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	8	265	.....	229	494
6-wheel switch	122	5922	.....	3427	9349
8-wheel switch	8	412	.....	280	692
8-wheel road	65	2005	1149	2349	5503
4-wheel road	4	206	26	180	412
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	87	6052	1607	4704	12363
10-wheel road	.....	.....	.....	.....	.....
12-wheel road	35	1987	1162	2369	5518
Atlantic	373	25208	3144	18523	46875
Consolidation	.....	.....	.....	.....	.....
Total	702	42057	7088	32061	81206
Average per loco	.....	59.91	10.09	45.67	115.67
Per cent of increase over 1897	.....	33.6	30.2	32.6	40.2

(Signed) D. F. CRAWFORD,
(Official position) *Gen'l Supt. of Motive Power.*

DEFENDANTS' EXHIBIT 377—C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Pennsylvania Company on December 31, '07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	5	169		140	[illegible]
6-wheel switch	174	10169		6194	[illegible]
8-wheel switch	10	516		380	[illegible]
8-wheel road	57	1750	1013	2041	[illegible]
Mogul	2	90	13	68	[illegible]
Balanced comp	2	118	81	122	[illegible]
Suburban					[illegible]
10-wheel road	87	5272	1607	4315	[illegible]
12-wheel road					
Atlantic	63	3644	1974	4871	[illegible]
Consolidation	608	47328	5872	36048	[illegible]
Prairie	1	83	34	71	[illegible]
Pacific	1	92	44	77	[illegible]
Total	1010	69231	10638	54307	[illegible]
Average per loco		68.54	10.53	53.77	[illegible]
Per cent of increase over 1897		52.8	35.9	79.7	[illegible]

(Signed) D. F. CRAWFORD,
(Official position) *Gen'l Supt. of Motive Power.*

DEFENDANTS' EXHIBIT 378-A.

Statement showing the number and weight of all locomotive equipment of each type in service on the lines east of Pittsburgh and Erie, at December 31st, 1897.

	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
Six-wheel switch	209	9,952		5,487	[illegible]
Eight-wheel switch					
Eight-wheel road	676	22,522	11,060	21,927	[illegible]
Mogul	44	2,829	707	1,824	[illegible]
Balanced comp					
Suburban					
Ten-wheel road	61	1,861	713	1,830	[illegible]
Twelve-wheel road					
Atlantic					
Consolidation	1038	50,522	7,316	39,454	[illegible]
Four-wheel switch	67	2,255		1,501	[illegible]
Total	2095	89,941	19,796	72,113	[illegible]
Average per loco		43.0	9.4	34.4	[illegible]

DEFENDANTS' EXHIBIT 378-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the lines east of Pittsburg and Erie, at December 31st, 1901.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
Six-wheel switch	257	12,207	.....	7,034	19,241
Eight-wheel switch	691	24,682	11,558	24,932	61,172
Eight-wheel road	181	12,135	1,812	9,094	23,041
Mogul	.....	.....	.....	.....	.....
Balanced comp	.....	.....	.....	.....	.....
Suburban	22	1,034	350	1,034	2,418
Ten-wheel road	.....	.....	.....	.....	.....
Twelve-wheel road	49	2,650	899	3,183	6,741
Atlantic	1229	70,705	9,857	53,671	134,233
Consolidation	80	3,094	.....	2,009	5,103
Four-wheel switch	.....	.....	.....	.....	.....
Total	2509	126,516	24,476	100,957	251,949
Average per loco	.....	50.4	9.8	40.2	100.4
Per cent of increase over 1897	.....	17.2	4.3	16.9	15.7

DEFENDANTS' EXHIBIT 378-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the lines east of Pittsburgh and Erie, at December 31st, 1907.

	Number of locos.	Locomotives.		Tons tenders loaded.	Total tons
		Tons on drivers.	Tons on trucks.		
Six-wheel switch	370	23,157	.....	18,328	41,485
Eight-wheel switch	635	27,037	12,133	30,600	69,770
Eight-wheel road	285	16,142	2,438	13,070	31,650
Mogul	3	162	70	199	431
Balanced comp	.....	.....	.....	.....	.....
Suburban	20	1,009	279	919	2,207
Ten-wheel road	.....	.....	.....	.....	.....
Twelve-wheel road	235	16,658	3,398	18,881	38,937
Atlantic	1985	152,260	19,498	119,831	291,589
Consolidation	101	4,618	.....	3,164	7,782
Four-wheel switch	.....	.....	.....	.....	.....
Total	3634	241,043	37,816	204,992	483,851
Average per loco	.....	66.3	10.4	56.4	133.1
Per cent of increase over 1897	.....	54.2	10.6	64.0	53.3

DEFENDANTS' EXHIBIT 379-A.

PERE MARQUETTE RAILROAD COMPANY.

W. L. KELLOGG,
Master Mechanic.

DETROIT, MICH.

In your reply refer to———.

Statement showing the number and weight of all locomotive equipment of each type in service of the Pere Marquette Railroad on December 31, 1900.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	20	600	.....	450	[illegible]
6-wheel switch	14	649	.....	387	[illegible]
8-wheel switch					
8-wheel road	117	2911	1840	4026	[illegible]
Mogul	42	1657	222	1429	[illegible]
Balanced comp					
Suburban					
10-wheel road	30	1441	431	1298	[illegible]
12-wheel road					
Atlantic					
Consolidation					
Columbia oOOo	1	30	16	32	[illegible]
Total	224	7288	2509	7622	[illegible]
Average per locomotive	.....	32	11	34	[illegible]

(Signed) W. L. KELLOGG,
(Official position) *M. M.*

DEFENDANTS' EXHIBIT 379-B.

PERE MARQUETTE RAILROAD COMPANY.

W. L. KELLOGG,
Master Mechanic.

DETROIT, MICH.

In your reply refer to———.

Statement showing the number and weight of all locomotive equipment of each type in service of the Pere Marquette Railroad on December 31, 1903.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	18	540	.....	405	[illegible]
6-wheel switch	27	1260	.....	765	[illegible]
8-wheel switch					
8-wheel road	121	3045	1886	4175	[illegible]
Mogul	48	2181	383	1783	[illegible]
Balanced comp					
Suburban					
10-wheel road	45	2196	673	2046	[illegible]
12-wheel road					
Atlantic	8	332	236	392	[illegible]
Consolidation	42	3219	355	2376	[illegible]
Columbia oOOo	1	31	14	32	[illegible]
Total	310	12804	3547	11974	[illegible]
Average per locomotive	.....	41	12	39	[illegible]
Per cent of increase over 1900	.....	28.1	9.1	14.7	[illegible]

DEFENDANTS' EXHIBIT 379–C.

PERE MARQUETTE RAILROAD COMPANY.

W. L. KELLOGG,
Master Mechanic.

DETROIT, MICH.

In your reply refer to———.

Statement showing the number and weight of all locomotive equipment of each type in service of the Pere Marquette Railroad on June 30, 1906.

Type.	Number of locomotives.	Locomotives.		Tons. tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	13	395	.....	245	640
6-wheel switch	52	2827	.....	2195	5022
8-wheel switch					
8-wheel road	103	2646	1558	3535	7739
Mogul	55	2703	428	2230	5361
Balanced comp					
Suburban					
10-wheel road	50	2516	752	2805	6073
12-wheel road					
Atlantic	23	1027	666	1235	2928
Consolidation	103	7809	944	5695	14508
Columbia oOOo	1	31	14	32	77
	399	20014	4362	17972	42348
Average per locomotive	.....	50	11	45	106
Per cent of increase over 1900	.....	56.3	.....	32.4	37.7

(Signed) W. L. KELLOGG,
(Official position) *M. M.*

DEFENDANTS' EXHIBIT 379–D.

PERE MARQUETTE RAILROAD COMPANY.

W. L. KELLOGG,
Master Mechanic.

DETROIT, MICH.

In your reply refer to ———

Statement showing the number and weight of all locomotive equipment of each type in service of the Pere Marquette Railroad, on June 30, 1907.

	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on driver.	Tons on trucks.		
4-wheel switch	12	365	.....	250	615
6-wheel switch	54	2905	.....	2250	5155
8-wheel switch	1	65	.....	34	99
8-wheel road	115	2918	1762	3910	8590
Mogul	68	3403	584	2720	6707
Balanced comp					
Suburban					
10-wheel road	51	2551	765	2839	6155
12-wheel road					
Atlantic	23	1027	666	1235	2928
Consolidation	104	7918	960	5729	14607
Columbia oOOo	1	31	14	32	77
Total	429	21183	4751	18999	44933
Average per locomotive	.....	50	11	44	105
Per cent of increase over 1900	.....	56.3	.....	29.4	36.4

(Signed) W. L. KELLOGG,
(Official position) *M. M.*

DEFENDANTS' EXHIBIT 380-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Philadelphia & Reading Railroad, on February 28/97.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	55	1844			1844
8-wheel switch	56	2332			2332
8-wheel road	187	5572	2861		8433
Mogul	12	445	108		553
Balanced comp					
Suburban	1	45	31		76
10-wheel road	189	6102	2256		8358
12-wheel road					
Atlantic	2	81	73		154
Consolidation	261	14331	2066		16397
10 wh. switch	5	240			240
4 wh. switch	50	1272			1272
Columbian	11	407	368		775
Single driver	2	52	72		124
Observation	3	13	26		39
Total	834	32736	7861		40597
Average per locomotive		39.25	9.42		48.67

(Signed) H. D. TAYLOR,
(Official position) *Supt. M. P. & R. E.*

DEFENDANTS' EXHIBIT 380-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Philadelphia & Reading Railroad, on June 30/99.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	57	2056			2056
8-wheel switch	49	2056			2056
8-wheel road	176	5454	2749		8203
Mogul	11	431	94		525
Balanced comp					
Suburban	1	45	31		76
10-wheel road	184	6756	2377		9133
12-wheel road					
Atlantic	9	369	317		686
Consolidation	280	15568	2253		17821
10 wh. switch	2	98			98
4 wh. switch	40	1132			1132
Single driver	2	52	72		124
Columbian	10	366	333		699
Observation	3	13	26		39
Total	824	34396	8252		42648
Average per locomotive		41.74	10.01		51.75
Per cent of increase over 1897		6.3	6.3		6.1

(Signed) H. D. TAYLOR,
(Official position) *Supt. M. P. & R. E.*

DEFENDANTS' EXHIBIT 380–C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Philadelphia & Reading Railroad, on June 30/01.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons engines.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	60	2158			2158
8-wheel switch	47	1976			1976
8-wheel road	187	5945	3055		9000
Mogul	10	437	83		520
Balanced comp					
Suburban	197	7381	2708		10089
10-wheel road					
12-wheel road	19	797	745		1542
Atlantic	344	20237	2916		23153
Consolidation	2	98			98
10-wh. switch	46	1267			1267
4-wh. switch	2	52	72		124
Single driver	10	366	333		699
Columbian	2	9	17		26
Observation					
Total	926	40723	9929		50652
Average per locomotive		43.97	10.72		54.69
Per cent of increase over 1897		12.0	13.8		12.4

(Signed) H. D. TAYLOR,
(Official position) *Supt. M. P. & R. E.*

DEFENDANTS' EXHIBIT 380–D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Philadelphia & Reading Railroad on June 30/02.

Type.	Number. locomotives.	Locomotives.		Tons tenders loaded.	Total tons engines.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	59	2127			2127
8-wheel switch	45	1896			1896
8-wheel road	179	5762	2950		8712
Mogul	10	437	83		520
Balanced comp					
Suburban					
10-wheel road	180	6858	2512		9370
12-wheel road					
Atlantic	19	797	745		1542
Consolidation	372	22316	3214		25530
10-wh. switch	2	98			98
4-wh. switch	56	1786			1786
Columbian	10	366	333		699
Single driver	2	62	72		124
Observation	2	9	17		26
Total	936	42504	9926		52430
Average per locomotive		45.41	10.60		56.01
Per cent of increase over 1897		15.7	12.5		15.1

(Signed) H. D. TAYLOR,
(Official position) *Supt. M. P. & R. E.*

DEFENDANTS' EXHIBIT 380–E.

Statement showing the number and weight of all locomotive equipment of each type in service of the Philadelphia & Reading Railroad on June 30/05.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons engines.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	58	2258			[illegible]
8-wheel switch	34	1457			[illegible]
8-wheel road	169	6095	3018		[illegible]
Mogul	18	963	194		[illegible]
Balanced comp.					
Suburban	10	604	409		[illegible]
10-wheel road	164	6346	2235		[illegible]
12-wheel road					
Atlantic	30	1410	1157		[illegible]
Consolidation	397	24053	3379		[illegible]
10-wh. switch	2	98			[illegible]
4-wh. switch	55	2011			[illegible]
Observation	1	4	9		[illegible]
Columbian	1	37	33		[illegible]
Total	939	45336	10454		[illegible]
Average per locomotive		48.49	11.13		[illegible]
Per cent of increase over 1897		23.5	18.2		[illegible]

(Signed) H. D. TAYLOR,
(Official position) *Supt. M. P. & R. E.*

DEFENDANTS' EXHIBIT 380–F.

Statement showing the number and weight of all locomotive equipment of each type in service of the Philadelphia & Reading Railroad on February 28/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons engines.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	69	3305			[illegible]
8-wheel switch	39	2134			[illegible]
8-wheel road	167	6217	3093		[illegible]
Mogul	16	831	166		[illegible]
Balanced comp.					
Suburban	10	604	409		[illegible]
10-wheel road	172	7803	2750		[illegible]
12-wheel road					
Atlantic	40	1962	1654		[illegible]
Consolidation	477	33489	4260		[illegible]
10-wh. switch	2	98			[illegible]
4-wh. switch	56	2191			[illegible]
Total	1048	57724	12334		[illegible]
Average per locomotive		55.08	11.76		[illegible]
Per cent of increase over 1897		40.3	24.8		[illegible]

(Signed) H. D. TAYLOR,
(Official position) *Supt. M. P. & R. E.*

DEFENDANTS' EXHIBIT 381-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Richmond, Fredericksburg & Potomac Railroad on June 30, 1897.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch					
6-wheel switch	6	153.17	100.47	199.8	453.44
8-wheel road	16	682.95	132.75	514.81	1330.51
Mogul					
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	1	37.55			37.55
Tank locomotive					
Total	23	873.67	233.22	714.61	1821.50
Average per locomotive		37.98	10.14	31.07	79.19

(Signed) .....

DEFENDANTS' EXHIBIT 381-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Richmond, Fredericksburg & Potomac Railroad, on June 30/03.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	2	105		55	160
6-wheel switch	6	153.17	100.47	199.75	453.39
8-wheel road	21	922.15	177.7	730.86	1830.71
Mogul					
Balanced comp					
Suburban	22	1122	439.1	927	2488.1
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
Total	51	2302.32	717.27	1912.61	4932.2
Average per locomotive		45.14	14.06	37.5	96.71
Per cent of increase over 1897		18.9	38.7	20.7	22.1

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 381-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Richmond, Fredericksburg & Potomac Railroad, on June 30/06.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	7	420		237.5	657.5
8-wheel switch					
8-wheel road	2	52.06	33.8	95.9	181.76
Mogul	19	848.40	160.3	678.26	1686.96
Balanced comp					
Suburban					
10-wheel road	22	1122	439.1	927	2488.1
12-wheel road	15	871.55	242.4	1018.55	2132.5
Atlantic					
Consolidation					
Total	65	3314.01	875.6	2957.21	7146.82
Average per locomotive		50.98	15.09	45.49	109.95
Per cent of increase over 1897		34.2	48.8	46.4	39.8

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 381-D.

Statement showing the number and weight of all locomotive equipment of each type in service of the Richmond, Fredericksburg & Potomac Railroad, on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	10	645.33		387.5	1032.83
8-wheel switch					
8-wheel road					
Mogul	15	671.05	128.03	546.85	1345.93
Balanced comp					
Suburban					
10-wheel road	22	1122.00	439.1	927	2488.1
12-wheel road	15	871.55	242.4	1018.55	2132.5
Atlantic					
Consolidation					
Total	62	3309.93	809.53	2879.90	6999.36
Average per locomotive		53.2	15.56	46.45	112.9
Per cent of increase over 1897		40.1	53.5	49.5	42.8

(Signed) .....
(Official position) .....

DEFENDANTS' EXHIBIT 381-E.

Richmond, Fredericksburg & Potomac Railroad.

	Fiscal year ending 6/30/97.	Fiscal year ending 6/30/03.	Fiscal year ending 6/30/06.	Fiscal year ending 6/30/07.
Total number of locomotives in service	23	51	65	62
Total weight of locomotives in service	3,623,000	9,513,375	13,843,400	13,677,138
Avg wght. locos. in service	157,522	184,575	212,976	220,605
Percentage of increase in average weight		17.17%	15.4%	3.59%

DEFENDANTS' EXHIBIT 382-A.

Statement showing the number and weight of all locomotive equipment of each type in service on the Southern Indiana Railroad on June 30/99.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	3	162	22.5	102.9	287.4
8-wheel switch	3	74.4	44.7	120.45	239.55
8-wheel road					
Mogul					
Balanced comp					
Suburban	7	287	108.5	325.85	721.35
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
Total	13	523.4	175.7	549.2	1248.3
Average per locomotive		40.3	13.5	42.2	96.

(Signed) G. A. GALLAGHER,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 382-B.

Statement showing the number and weight of all locomotive equipment of each type in service on the Southern Indiana Railroad on June 30/04.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch	5	270	33	173.1	476.1
8-wheel road	8	260.15	149.7	400.5	810.35
Mogul					
Balanced comp					
Suburban	20	948.85	350.3	1039	2344.15
10-wheel road					
12-wheel road					
Atlantic					
Consolidation					
Total	33	1479	539	1612.6	3630.6
Average per locomotive		44.8	16.4	48.8	110
Per cent of increase over 1899		11.2	21.5	15.6	14.6

(Signed) G. A. GALLAGHER,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 382-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Southern Indiana Railroad on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch	12	674.6	92.5	530.45	1297.55
8-wheel road	15	595.75	324.2	824.2	1744.15
Mogul					
Balanced comp					
Suburban					
10-wheel road	24	1178.85	436.3	1263	2878.15
12-wheel road					
Atlantic					
Consolidation					
Total	51	2449.2	853	2617.65	5919.85
Average per locomotive		48	16.7	51.3	116
Per cent of increase over 1899		19.1	23.7	21.6	20.1

(Signed) G. A. GALLAGHER,
(Official position) *Master Mechanic.*

DEFENDANTS' EXHIBIT 383-A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Seaboard Air Line Railroad on June 30/00.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	12	548.40		331.80	880.20
4-wheel switch	12	372.20		246.6	618.80
8-wheel road	128	3606.65	2053.68	3916.225	9576.555
Mogul	10	398.80	73.20	308.40	780.40
Balanced comp					
Suburban					
10-wheel road	74	3475.4	1035.675	2713.912	7225.987
12-wheel road					
Atlantic					
Consolidation	15	771.30	117.75	548.55	1437.60
Total	251	9172.75	3280.305	8065.487	20518.542
Average per locomotive		36.54	13.072	32.133	81.76
Per cent of increase over 1899		0.8	0.4 (decrease)	0.6	0.5

(Signed) A. J. POOLE,
H.
(Official position) *General Master Mechanic.*

DEFENDANTS' EXHIBIT 383-B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Seaboard Air Line Railroad, on June 30/05.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	22	973.400	.....	631.800	1605.20
4-wheel switch	10	313.700	.....	217.850	531.55
8-wheel road	111	3455.325	1929.98	3732.425	9117.73
Mogul	8	349.650	62.60	254.20	666.45
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	144	7573.570	2139.71	6064.812	15778.092
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	45	2811.350	357.65	2084.350	5253.35
Dummy	2	34.000	13.30	.....	47.30
Total	342	15510.995	4503.24	12985.437	32999.672
Average per locomotive	.....	45.353	13.6	35.042	93.995
Per cent of increase over 1899	.....	25.1	3.6	9.7	15.6

(Signed) A. J. POOLE,
H
(Official position) *General Master Mechanic.*

DEFENDANTS' EXHIBIT 383-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Seaboard Air Line Railroad, on June 30/07.

Type.	Number of locomotives.	Locomotives.		Tons, tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch	22	973.400	.....	631.80	1605.20
4-wheel switch	10	313.700	.....	217.85	531.55
8-wheel road	105	3310.250	1844.83	3556.675	8711.755
Mogul	8	349.650	62.6	254.20	666.45
Balanced comp	.....	.....	.....	.....	.....
Suburban	.....	.....	.....	.....	.....
10-wheel road	218	12326.995	11470.41	9935.666	33733.071
12-wheel road	.....	.....	.....	.....	.....
Atlantic	.....	.....	.....	.....	.....
Consolidation	44	2761.300	349.65	2047.85	5158.80
Dummy	2	34.000	13.3	.....	47.3
Total	409	20069.295	13740.79	16644.041	50454.126
Average per locomotive	.....	49.069	33.35	40.694	123.013
Per cent of increase over 1899	.....	35.4	154.1	27.4	51.3

(Signed) A. J. POOLE,
H
(Official position) *General Master Mechanic.*

DEFENDANTS' EXHIBIT 384–A.

Statement showing the number and weight of all locomotive equipment of each type in service of the Toledo, Peoria & Western Ry. on December 31/97.

Type.	Number of locomotives.	Locomotives.		Tons, tenders, loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch					
8-wheel road	29	672.2	433.6	1073	2178.8
Mogul					
Balanced comp					
Suburban					
10-wheel road					
12-wheel road					
Atlantic					
Consolidation	6	392.1	42.9	282	717.0
Total	35	1064.3	476.5	1355.	2895.8
Average per locomotive		30.4	13.6	38.6	82.6

Weight of tenders of 8-wheel road engines estimated.

(Signed) F. N. KIRCHER,
(Official position) M. M.

DEFENDANTS' EXHIBIT 384–B.

Statement showing the number and weight of all locomotive equipment of each type in service of the Toledo, Peoria & Western Railroad, on December 31/05.

Type.	Number of locomotives.	Locomotives.		Tons, tenders, loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
6-wheel switch					
8-wheel switch					
8-wheel road	15	358.1	333.4	555	1246.5
Mogul					
Balanced comp					
Suburban					
10-wheel road	10	548.5	148.0	506.	1202.5
12-wheel road					
Atlantic					
Consolidation	10	653.5	71.5	470.	1195.
Total	35	1560.1	552.9	1531.	3644.
Average per locomotive		44.6	15.8	43.7	104.1
Per cent of increase over 1897		46.7	16.2	13.2	28.0

Weight of tenders of 8-wheel road engines estimated.

(Signed) F. N. KIRCHER,
(Official position) M. M.

DEFENDANTS' EXHIBIT 384-C.

Statement showing the number and weight of all locomotive equipment of each type in service of the Toledo, Peoria & Western Railroad on December 31/07.

Type.	Number of locomotives.	Locomotives.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch					
6-wheel switch	8	200.9	133.3	296.	630.2
8-wheel road					
Mogul					
Balanced comp					
Suburban	10	548.5	148.0	506.	1202.5
10-wheel road					
12-wheel road					
Atlantic	10	653.5	71.5	470.	1195.
Consolidation					
Total	28	1402.9	352.8	1272.	3027.7
Average per locomotive		50.1	12.6	45.4	108.1
Per cent of increase over 1897		64.8	7.4 (decrease)	17.6	30.9

Weight of tenders of 8-wheel road engines estimated.

(Signed) F. N. KIRCHER,
(Official position) *M. M.*

DEFENDANTS' EXHIBIT 385-A.

Weight of the New York Central locomotives, September 30th, 1898.

Type.	Number of locomotives.	Engines.		Tons tenders loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	45	1333		806	2139
6-wheel "	116	5433		3541	8974
8-wheel "	396	12556	6419	13716	32691
Mogul	256	13029	1961	8969	23959
Balanced compound					
Suburban					
10-wheel road	25	1006	308	800	2114
12-wheel road					
Atlantic					
Consolidation	10	584	61	360	1005
10-wheel switch					
Pacific					
Inspection	5	70	56	103	229
Total	853	34011	8805	28295	71111
Average		40	10	33	83

NOTE.—Weight on trailers included in weight on drivers.

DEFENDANTS' EXHIBIT 385-B.

Weight of New York Central locomotives December 31st, 1907.

Type.	No. of locos.	Engine.		Tons, tender loaded.	Total tons.
		Tons on drivers.	Tons on trucks.		
4-wheel switch	15	498		163	[illegible]
6-wheel "	340½	22234		13874	[illegible]
8-wheel	228	8302	4106	9560	[illegible]
Mogul	416	23622	3632	17142	[illegible]
Bal. comp	2	151	51	124	[illegible]
Suburban	7	199	46	148	[illegible]
10-wheel road	154	11276	3252	10304	[illegible]
12-wheel "	31	1737	364	1209	[illegible]
Atlantic	216	15536	4410	12917	[illegible]
Consolidation	463	41814	4925	30190	[illegible]
10-wheel switch	3	405		224	[illegible]
Pacific	5	448	90	317	[illegible]
Inspection	6	102	75	144	[illegible]
Total	1886½	126304	20951	96316	[illegible]
Average		67	11	51	[illegible]
Per cent over 1898		67.5	10.0	54.5	[illegible]

NOTE.—Weight on trailers included in weight on drivers.

DEFENDANTS' EXHIBIT 385-C.

New York Central & Hudson River Railroad Company.

FREIGHT EQUIPMENT.

Class.	June 30th, 1898.		Dec. 31, 1907.	
	No. cars.	Cap. tons.	No. cars.	Cap. tons.
Box	27,250	649,800	37,728	1,176,[illegible]
Stock	1,415	34,980	916	23,[illegible]
Flat	3,680	92,355	4,334	120,[illegible]
Coal	5,637	149,700	23,087	869,[illegible]
Refrigerator	103	2,575		
Coke			382	11,[illegible]
Total	38,085	929,410	66,447	2,223,[illegible]
Average per car		24.40 tons.		33.46 tons.
Increase in average weight in 1907 over 1898				[illegible]

DEFENDANTS' EXHIBIT 386.

STATEMENT TAKEN FROM STOCK LEDGER OF STANDARD OIL COMPANY OF OHIO, OPENED MARCH, 1875.

This stock ledger was opened after the increase of stock from $2,500,000 to $3,500,000.

It shows only new certificates issued after such increase, whether as original issues or in exchange for old certificates surrendered for cancellation. It does not show the holders of old certificates outstanding and unexchanged.

The statement gives the names of all stockholders shown in the ledger from the opening thereof down to and including December 23, 1882, the dates when new certificates were first issued to them; as to the holders of new certificates, who transferred the same prior to April 8th, 1879, the dates when they ceased to be stockholders, the amount of new certificates held by each stockholder April 8th, 1879, January 1st, 1882, and December 23, 1882. Statement also shows the amount of old certificates outstanding on each of said dates and the holders thereof.

List of stockholders shown in ledger.	Dates on which ledger shows first issue of stock.	Dates prior to Apr., 1879, when parties named ceased to be stockholders.
1. P. H. Waston	March 25, 1875	March 24, 1877.
2. H. M. Flagler, agt	March 25, 1875	Feb. 28, 1877.
3. Charles Pratt	March 31, 1875	
4. Horace A. Pratt	March 31, 1875	
5. H. H. Rogers	April 3, 1875	
6. Wm. Rockefeller	April 6, 1875	
7. O. B. Jennings	April 7, 1875	
8. W. H. Macy	" 7, "	
9. Josiah Macy, jr	" 8, "	
10. A. J. Pouch	"	
11. J. A. Bostwick	May 6, "	Nov. 15, 1878.
12. Warden, Frew & Co	" 6, "	Jan. 13, 1877.
13. Lockhart & Frew	" 6, "	March 29, 1877.
14. Michael Graver	" 6, "	
15. James P. Hanna	" 6, "	Jan. 29, 1877.
16. C. Lockhart	" 6, "	
17. A. F. Brooks	" 6, "	Feb. 9, 1877.
18. W. G. Warden	" 6, "	March 22, 1877.
19. Edward N. Wright	" 6, "	March 17, 1877.
20. Thornton Pike	" 6, "	Jan. 10, 1877.
21. Elihu Roberts	" 6, "	Dec. 20, 1876.
22. Peter Wright & Sons	" 6, "	May 8, 1875.
23. H. H. Houston	" 6, "	Jan. 10, 1877.
24. W. H. Barnes	" 6, "	
25. Daniel Neall	" 6, "	
26. O. H. Payne, trustee	" 6, "	Dec. 20, 1876.
27. S. V. Harkness	" 15, "	May 18, 1875.
28. William Thaw	" 15, "	
29. W. H. Barnes, trustee	" 21, "	Oct. 1, 1878.
30. H. M. Flagler	" 15, "	Jan. 23, 1878.
31. J. D. Rockefeller, trustee	Jan. 15, 1876	Jan. 26, 1877.
32. J. N. Camden & Co	Feb. 21, 1876	
33. John L. Stewart	March 29, "	
34. Daniel Bushnell	" 29, "	
35. Joseph L. Warden	April 6, "	Sept. 18, 1880.
36. J. J. Vandergrift	" 24, "	Jan. 29, 1877.
37. Frank A. Arter	Nov. 20, "	
38. Brooks, Ballentine & Co	Dec. 20, "	
39. Chas. F. G. Heye	Jan. 3, 1877	
40. L. G. Harkness	" 9, "	
41. H. M. Hanna & Geo. W. Chapin	" 11, "	
42. A. M. McGregor	" 29, "	
43. Benjamin Brewster	Feb. 3, "	
44. W. C. Andrews	" 3, "	
45. H. A. Hutchins	" 12, "	Jan. 25, 1878.
46. John Pitcairn, jr	" 12, "	
47. John D. Archbold	April 3, "	
48. J. D. Rockefeller		

List of stockholders shown in ledger.	Dates on which ledger shows first issue of stock.	Dates prior to Apr., 1879, when parties named ceased to be stockholders.
49. J. N. Camden	Jan. 23, 1878	
50. W. P. Thompson	" 23, "	
51. D. M. Harkness	April 26, "	
52. Samuel Andrews	" 29, "	
53. O. H. Payne	" 29, "	Aug. 10, 1879.
54. John Huntington	" 29, "	
55. W. T. Wardwell	" 29, "	
56. H. W. Payne	" 29, "	
57. Wm. H. Macy, jr	" 29, "	
58. C. M. Pratt	June 14, "	
59. Mrs. Lide K. Arter	Nov. 30, "	
60. Paul Babcock, jr	Sept. 18, 1880	
61. Mrs. Louise C. Wheaton	Oct. 11, 1880	
62. Mrs. Mary H. Flagler	Jan. 12, 1881	
63. Mrs. Julia York	" 12, "	
64. D. M. Harkness, trustee	" 12, "	
65. H. L. Davis	" 12, "	
66. Thomas C. Bushnell	Feb. 4, "	
67. Trustees of S. O. trust	March 26, "	
	Dec. 23, 1882	

[Page 2.]

List of stockholders shown in ledger.	Amount of stock held April, 1879.		Amount of stock held held Jan. 1/82.		Amount of stock held December 23, 1882, new ctfs.
	New ctfs. as shown by ledger.	Old certifi-cates.	New ctfs. shown by ledger.	Old certifi-cates.	
1. P. H. Watson					
2. H. M. Flagler, agt.	2700		2700		
3. Charles Pratt	15		15		
4. Horace A. Pratt	910		910		
5. H. H. Rogers	1600		1600		
6. Wm. Rockefeller	818		818		
7. O. B. Jennings	59		59		
8. W. H. Macy	892		892		
9. Josiah Macy, jr	178		178		
10. A. J. Pouch	1872		1700		
11. J. A. Bostwick	485		55		
12. Warden, Frew & Co					
13. Lockhart & Frew					
14. Michael Graver					
15. Jas. P. Hanna	1408		1360		
16. C. Lockhart					
17. A. F. Brooks	1292		1470		
18. W. G. Warden					
19. Ed. N. Wright					
20. Thornton Pike					
21. Elihu Roberts					
22. P. Wright & Sons					
23. H. H. Houston					
24. W. H. Barnes					
25. Daniel Neall	61		61		
26. O. H. Payne, trus	2925		2925		1
27. S. V. Harkness					
28. William Thaw					
29. W. H. Barnes, trus	3000		3000		
30. H. M. Flagler					
31. J. D. Rockefeller, trustee					
32. J. N. Camden & Co					
33. Jno. L. Stewart	97		97		
34. Daniel Bushnell	98		98		
35. Jos. L. Warden	500		500		
36. J. J. Vandergrift	35				
37. Frank A. Arter					
38. Brooks, Ballentine & Co	178		178		
39. Chas. F. G. Heye	178				
40. L. G. Harkness	263		263		
41. H. M. Hanna & Geo. W. Chapin	118		118		
42. A. M. McGregor	409		409		
43. B. Brewster	149	841	149	841	1
44. W. C. Andrews	111		111		1
45. H. A. Hutchins					
46. Jno. Pitcairn, jr	350		350		
47. J. D. Archbold	4435	4549	9585		1
48. J. D. Rockefeller	200		200		
49. J. N. Camden	132		132		1
50. W. P. Thompson	323		323		
51. D. M. Harkness					
52. Samuel Andrews	412	2225	2500		1
53. O. H. Payne	584		584		1
54. Jno. Huntington	78		78		
55. W. T. Wardwell	42	250			
56. H. W. Payne	28		28		
57. W. H. Macy, jr	200		200		
58. C. M. Pratt			35		
59. Mrs. L. K. Arter					
60. Paul Babcock, jr					
61. Mrs. L. C. Wheaton			50		
62. Mrs. M. H. Flagler			50		
63. Mrs. Julia York			50		
64. D. M. Harkness, trus			28		
65. H. L. Davis			200		
66. Thos. C. Bushnell			100		34994
67. Trustees of S. O. trust					
	27135	7865	34159		

DEFENDANTS' EXHIBIT 387.

THE STANDARD OIL COMPANY.

Know all men by these presents:

That we, John D. Rockefeller, Henry M. Flagler, Samuel Andrews, and Stephen V. Harkness, of Cleveland, Cuyahoga County, Ohio, and William Rockefeller, of the city, county, and State of New York, have associated ourselves together under the provisions of the act of the legislature of the State of Ohio, entitled an act to provide for the creation and regulation of incorporated companies in the State of Ohio, passed May 1, 1852, and the acts supplementary thereto, passed April 8th, 1856, and the act to amend the last-named act, passed February 14th, 1861, and the other laws of the State of Ohio, applicable thereto, for the purpose of forming a body corporate for manufacturing petroleum and dealing in petroleum and its products, under the corporate name of The Standard Oil Company.

And we do certify, that the purpose for which said body corporate is formed, is the manufacture of petroleum, and to deal in petroleum and its products.

That the capital stock necessary for said company, and the amount agreed on as composing the capital stock is the sum of one million dollars.

That the amount of each share of capital stock is one hundred dollars.

That the name of the place where said manufacturing establishment shall be located for doing business is Cleveland City, Cuyahoga County, State of Ohio.

That the name and style by which said manufacturing establishment shall be known is, "The Standard Oil Company."

Cleveland, Ohio, January 10th, 1870.

JOHN D. ROCKEFELLER. [SEAL.]
HENRY M. FLAGLER. [SEAL.]
SAMUEL ANDREWS. [SEAL.]
STEPHEN V. HARKNESS. [SEAL.]
WILLIAM ROCKEFELLER. [SEAL.]

[5c. I. R. stamp, cancelled.]

THE STATE OF OHIO, *Cuyahoga County, ss:*

At Cleveland, in said county, this 10th day of January, 1870, personally appeared before me the undersigned, a justice of the peace in and for said county, John D. Rockefeller, Henry M. Flagler, Samuel Andrews, Stephen V. Harkness, and William Rockefeller, signers and sealers of the foregoing instrument and acknowledged the signing, sealing, and execution thereof, to be their free act and deed.

In witness whereof, I have hereunto set my name officially, at Cleveland, in said county, this 10th day of January, A. D. 1870.

FREDK. A. BRAND,
Justice of the Peace.

[5c. I. R. stamp, cancelled.]

THE STATE OF OHIO, *Cuyahoga County, ss:*

I, Frederick S. Smith, clerk of the court of common pleas, a court of record of Cuyahoga County aforesaid, do hereby certify that Fredk. A. Brand, before whom the annexed acknowledgment was taken, was, at its date, a justice of the peace in and for said county, duly authorized by the laws of Ohio to take the same, and that I

am well acquainted with his handwriting, and believe his signature thereto is genuine.

In testimony whereof, I hereunto subscribe my name and affix the seal of said court, at Cleveland, this 10th day of January, A. D. 1870.

FREDERICK S. SMITH, *Clerk.*

[SEAL.]

[5c. I. R. stamp, cancelled.]

INCREASE OF CAPITAL STOCK TO $2,500,000.00.

To the Secretary of the State of Ohio:

The undersigned, being a majority of the board of directors of the Standard Oil Company of Cleveland, Ohio, do hereby certify that on the first day of January, A. D. 1872, at the annual meeting of the stockholders of said company, held at its office in Cleveland, Cuyahoga County, Ohio, by a vote then and there taken, all the stockholders of said company being present and voting therefor, it was resolved and agreed by all of them that the capital stock of said company be increased the sum of one million five hundred thousand dollars, thereby making the capital stock of said company two million five hundred thousand dollars, which action by the stockholders was as follows, to-wit:

Resolved, and it is hereby agreed by each and all of us, that the capital stock of this company, namely, the Standard Oil Company of Cleveland, Ohio, be increased to the sum of two million five hundred thousand dollars, and it is also agreed, and the proper officers of this company are hereby instructed, to take the requisite steps to so increase said capital stock.

JOHN D. ROCKEFELLER,
O. B. JENNINGS,
B. BREWSTER,
WM. ROCKEFELLER,
S. V. HARKNESS,
H. M. FLAGLER,
S. P. HANDY,
S. ANDREWS,
A. STONE, Jr.,
S. WITT,
} *Stockholders.*

CLEVELAND, OHIO, *January 1st, 1872.*

And afterwards said meeting was adjourned.

HENRY M. FLAGLER, *Secretary.*

And we further certify that the whole amount of such increase of capital stock has been paid to said company in money; that no note, bill, bond, or other security has been taken for the same, or any part thereof; and that the credit of the company has not been used directly or indirectly to raise funds to pay the same or any part thereof.

In witness whereof we have hereunto set our names, at Cleveland, Ohio, this ninth day of February.

JOHN D. ROCKEFELLER,
HENRY M. FLAGLER,
SAMUEL ANDREWS,
STEPHEN V. HARKNESS,
Directors.

THE STATE OF OHIO, *Cuyahoga County, ss:*

The undersigned, John D. Rockefeller, Henry M. Flagler, Samuel Andrews, and Stephen V. Harkness, being duly sworn, say they are directors in the Standard Oil Company of Cleveland, Ohio; that they compose a majority of the said board of directors; and that all and singular the matters and things set forth in the foregoing certificate are true in substance and in fact.

JOHN D. ROCKEFELLER,
HENRY M. FLAGLER,
SAMUEL ANDREWS,
STEPHEN V. HARKNESS,
Directors.

Subscribed by John D. Rockefeller, Henry M. Flagler, Samuel Andrews, and Stephen V. Harkness, in my presence and sworn to by each of them at Cleveland, Ohio, this 9″ day of February, A. D. 1872.

[SEAL.] M. R. KEITH,
Notary Public of Cuyahoga County, O.

STATE OF OHIO, *Cuyahoga County, ss:*

I, Frederick S. Smith, clerk of the court of common pleas, a court of record of Cuyahoga County aforesaid, do hereby certify that M. R. Keith, before whom the annexed affidavit was taken, was at its date a notary public in and for said county, duly authorized by the laws of Ohio to take the same, and that I am well acquainted with his handwriting and believe his signature thereto is genuine.

In witness whereof, I hereunto subscribe my name and affix the seal of said court, at Cleveland, this 9″ day of February, 1872.

[SEAL.] FREDERICK S. SMITH, *Clerk.*

STANDARD OIL COMPANY.

INCREASE OF CAPITAL STOCK TO $3,500,000.

To the Secretary of the State of Ohio:

The undersigned being a majority of the board of directors of the Standard Oil Company of Cleveland, Ohio, do hereby certify that on the tenth day of March, A. D. 1875, at a special meeting of the stockholders of said company held at its office in Cleveland, Cuyahoga County, Ohio, by a vote then and there taken, all the stockholders of said company being present and voting therefor, it was resolved and agreed by each and all of them that the capital stock of said company be increased the sum of one million dollars, thereby making the capital stock of said company three million five hundred thousand dollars, which action of the stockholders was as follows to wit:

Resolved, and it is agreed by each and all of us, that the capital stock of this Company, viz, the Standard Oil Company of Cleveland, Ohio, be increased to the sum of three million five hundred thousand dollars; and it is also agreed, and the proper officers of this company

are hereby instructed, to take the requisite steps to so increase said capital stock.

J. D. ROCKEFELLER.
S. V. HARKNESS.
H. M. FLAGLER.
S. ANDREWS.
J. D. ROCKEFELLER, *Agent.*
J. D. ROCKEFELLER, *Trustee.*
O. H. PAYNE.
B. BREWSTER, by J. D. ROCKEFELLER, *his Atty.*
T. P. HANDY, by J. D. ROCKEFELLER, *his Atty.*
O. B. JENNINGS, by J. D. ROCKEFELLER, *his Atty.*
WM. ROCKEFELLER, by J. D. ROCKEFELLER, *his Atty.*
JOS. STANLEY, by O. H. PAYNE, *his Atty.*
A. M. MCGREGOR, by J. D. ROCKEFELLER, *his Atty.*
W. C. ANDREWS.
A. J. POUCH, by J. D. ROCKEFELLER, *his Atty.*
F. A. ARTER, by J. D. ROCKEFELLER, *his Atty.*
P. H. WATSON, by H. M. FLAGLER, *his Atty.*
I. A. BOSTWICK, by J. D. ROCKEFELLER, *his Atty.*
J. HUNTINGTON, by O. H. PAYNE, *his Atty.*
D. M. HARKNESS, by H. M. FLAGLER, *his Atty.*
JOSIAH MACEY, by J. D. ROCKEFELLER, *his Atty.*
W. H. MACEY, by J. D. ROCKEFELLER, *his Atty.*
W. T. WARDWELL, by H. M. FLAGLER, *his Atty.*
B. P. EELLS, by J. D. ROCKEFELLER, *his Atty.*
S. F. BARGER, by J. D. ROCKEFELLER, *his Atty.*
W. H. VANDERBILT, by J. D. ROCKEFELLER, *his Atty.*
H. W. PAYNE, by O. H. PAYNE, *his Atty.*
I. J. VANDEGRIFT, by O. H. PAYNE, *his Atty.*
JOHN PITCAIRN, Jr., by O. H. PAYNE, *his Atty.*
L. G. HARKNESS, by H. M. FLAGLER, *his Atty.*

And afterwards said meeting was duly adjourned.

H. M. FLAGLER,
Secretary.

CLEVELAND, *Mar. 10, 1875.*

And we further certify that the whole amount of such increase of capital stock has been paid to said company in money; that no note, bill, bond, or other security has been taken for the same or any part thereof, and that the credit of the company has not been used directly or indirectly to raise funds to pay the same or any part thereof.

In witness whereof we hereunto set our names at Cleveland, this 10 day of March, A. D. 1875.

JOHN D. ROCKEFELLER.
HENRY M. FLAGLER.
SAMUEL ANDREWS.
OLIVER H. PAYNE.
STEPHEN V. HARKNESS.

THE STATE OF OHIO, *Cuyahoga County, ss:*

The undersigned John D. Rockefeller, Henry M. Flagler, Samuel Andrews, Oliver H. Payne, and Stephen V. Harkness, being duly sworn, say that they are directors of the Standard Oil Company of Cleveland, Ohio; that they compose a majority of said board of

directors and that all and singular the matters and things set forth in the foregoing certificate are true in substance and in fact.

JOHN D. ROCKEFELLER.
HENRY M. FLAGLER.
SAMUEL ANDREWS.
OLIVER H. PAYNE.
STEPHEN V. HARKNESS.

COPY BOUND CLOSE IN CENTER

Subscribed by John D. Rockefeller, Henry M. Flagler, Samuel Andrews, Oliver H. Payne, and Stephen V. Harkness in my presence and sworn to by each of them before me at Cleveland, Ohio, this 10th day of March, A. D. 1875.

[SEAL.]

M. R. KEITH,
Notary Public for Cuyahoga Co., O.

THE STATE OF OHIO, *Cuyahoga County, ss:*

I, Benjamin S. Cogswell, clerk of the court of common pleas, a court of record of Cuyahoga County, aforesaid, do hereby certify that M. R. Keith, before whom the annexed affidavit was taken, was, at its date a notary public in and for said county, duly authorized by the laws of Ohio to take the same, and that I am well acquainted with his handwriting and believe his signature thereto is genuine.

In testimony whereof I hereunto subscribe my name and affix the seal of said court, at Cleveland, this 12th day of March, A. D. 1875.

[SEAL.]

BENJAMIN S. COGSWELL, *Clerk.*

[Certificate under section 906, Revised Statutes of the United States.]

UNITED STATES OF AMERICA,
STATE OF OHIO,
Office of the Secretary of State.

I, Lewis C. Laylin, secretary of state of the State of Ohio, and being the officer who, under the constitution and laws of said State, is duly constituted the keeper of the records of articles of incorporation of all companies incorporated under the laws thereof, and the records of all papers relating to the creation of said incorporated companies, and empowered to authenticate exemplifications of the same, do hereby certify that the annexed instrument is an exemplified copy, carefully compared by me with the original record now in my official custody as secretary of state, and found to be true and correct, of the articles of incorporation of "The Standard Oil Company," filed in this office on the 10th day of January, A. D. 1870, and recorded in volume 7, page 60; and of the certificate of increase of capital stock of said company, filed in this office on the 10th day of February, A. D. 1872, and recorded in volume 9, page 463; and of the certificate of increase of capital stock of said company, filed in this office on the 13th day of March, A. D. 1875, and recorded in volume 14, page 500, respectively, of the Records of Incorporations; that said exemplification is in due form and made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

In testimony whereof I have hereunto attached my official signature and the Great Seal of the State of Ohio, at Columbus, this 20th day of December, A. D. 1906.

[SEAL.]
(The Great Seal of the State of Ohio.)

LEWIS C. LAYLIN,
Secretary of State.

Certificate numbers.		No. of shares issued.	To whom issued.	Preferred stock.		Anglo-Am. O. Ld.	
Brown A.	Green.			Shares.	Scrip 972,500ths.	Shares.	Scrip 972,500
	1 to 5	28,000	H. M. Flagler	2,879	172,500	748	570
	6@33	256,854	John D. Rockefeller	26,411	702,500	6,867	48
	34	1,250	H. M. Flagler	128	520,000	33	407
	35-36	13,000	Wm. Rockefeller	1,336	740,000	347	542
	37	8,000	J. D. Archbold	822	605,000	213	857
	38@40	18,820	H. H. Rogers	1,935	212,500	503	152
	41	3,000	W. H. Tilford	308	470,000	80	200
	42@46	50,000	Estate of Charles Pratt	5,141	377,500	1,336	746
	47	5,000	Charles M. Pratt	514	135,000	133	657
	48@87	40,000	Oliver H. Payne { 20,000 / 20,000	2,056 / 2,056	540,000	534	685
	88@97	57,690	Charles W. Harkness	5,932	130,001	1,542	345
	98	7,480	V. Everit Macy	769	147,500	193	955
	99	800	W. T. Wardwell	82	255,000	21	377
	100	2,034	H. A. Hutchins { 534 / 1,500	54 / 154	885,000	14	269
	102	5,258	Est. of W. G. Warden, dec'd	540	650,000	140	558
	103	2,000	A. M. McGregor	205	637,500	53	457
	104	5,094	Charles Lockhart	523	782,500	136	180
	105-106	1,195	C. M. Higgins { 150 / 1,045	15 / 107	412,500	4	10
	107	1,300	D. O. Mills	133	442,500	27	915
	108	6,048	Helen C. Bostwick	621	657,500	34	738
	109	500	N. Y. Life Ins. & Trust Co., trustee for Abner Fitch Bostwick et al.	51	877,500	161	676
	110	1,000	N. Y. Life Ins. & Trust Co., trustee	102	402,500	13	351
	111	100	N. Y. Life Ins. & Trust Co., trustee for Chas. R. Ford et al	10	835,000	26	716
	112	2,217	U. S. Trust Co., trustee for Helen C. Bostwick & others	227	275,000	2	654
	113	1,000	U. S. Trust Co., trustee for Albert C. Bostwick under agreement of Sept. 4, 1890	102	942,500	59	264
	114	2,217	N. Y. Life Ins. & Trust Co., trustee for Helen C. Bostwick & others	227	805,000	26	716
	115	1,500	N. Y. Life Ins. & Trust Co. for trustees for Francis Bostwick Carstairs	154	942,500	59	264
	116	850	James Stillman	87	235,000	40	109
	117	650	Robert Hogg	66	392,500	22	706
	118	20	Robert Darling	2	815,000	17	353
	119	100	Annie D. Hogg	10	55,000	2	53
	120	500	John J. Carter	51	275,000	2	654
	121	500	John G. McCullough	51	402,500	13	353
	122	540	Frederick F. Brewster	55	402,500	13	353
	123	411	Anna I. Houston	42	312,500	14	426
	124	942	Malcolm Lloyd	96	255,000	10	983
	125	95	William M. Sandford	9	840,000	25	171
	126	50	Charles E. Welling	5	747,500	2	52
	127	60	Henry H. Bonnell	6	137,500	1	326
	128	648	Howard Wood	66	165,000	1	38
	129	1,300	Charles B. Hogg	133	615,000	17	313
	[illegible]	1,000	Wm. L. Harkness	102	657,500	34	778
			Farmers L. & T. Co., trustee for Helen C. Bostwick & others	227	805,000	26	716
			[illegible] & T. Co., trustee for Albert C. Bostwick & others	154	942,500	59	264
			[illegible] trustee for Francis B. Carstairs	102	235,000	40	109
	130			267	805,000	26	716
	131-132			446	342,500	69	432
	133			8	265,000	116	3
	134			[illegible]92	220,000	2	13
	135				805,000	26	716
	136				805,000	26	716
	137				[illegible]00	6	2
	138					36	2
	139						7
	140						1
	141-142						3
	143	80					3
	144	1,000	Mary [illegible]				
	145	1,000	C. A. Grisco[illegible]				
	146	225	Joseph W. Sandford				
	147-148	1,358	Julia H. York				
	149	1,000	Charles Stone				
	150&153	2,250	Martha F. Fiske				
	151	500	George W. Smith				
	152	200	E. W. Conley				
	68-53	1,000	H. C. Folger, jr	102		6	7
	53-54	350	T. H. Wheeler	35		9	3
	54-61	700	J. H. Alexander	71	932,500	18	6
	61-63	200	Maria I. Vaillant	20	550,000	5	3
	64	100	Lizzie D. Moffat	10	275,000	2	6
	65-69	337-342	2,400	W. H. Tilford	248	765,000	64
		305-307	2,411	Walter Jennings	{ 191 / 56	919,100 / 40,000	49 / 14
			555,454	Carried forward	57,080	35,166,601	14,818

FOLD OUT IS TOO LARGE TO BE FILMED

NOTE.—Defendants' exhibits 389–a to 395–b (charts and statements upon which charts are constructed) will be found immediately following defendants' exhibit 304 (pages 705–717).

DEFENDANTS' EXHIBIT 396.

HEADQUARTERS FOR MUNN'S CELEBRATED STEAMER COFFEE.

Office of
R. W. MUNN,
Wholesale and Retail Dealer in
TEAS, COFFEES, AND SPICES,
16 King street.

TROY, N. Y., *Sept. 24, 1904.*

Mr. R. W. MUNN:

We offer to furnish, and you agree to accept, your supply of kerosene oil for your stores on King street and on Hutton & Sixth avenues, for the term of one year from date, and at a cash discount of one cent per gallon from the market price, whatever that may be.

TIONA OIL CO.,
L. T. MESSNER, *Mgr.*

IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DIVISION OF THE EASTERN JUDICIAL DISTRICT OF MISSOURI

UNITED STATES OF AMERICA, PETITIONER,

v.

STANDARD OIL COMPANY OF NEW JERSEY ET AL., DEFENDANTS

DEFENDANTS' EXHIBITS

On behalf of the defendants:

Mr. JOHN G. MILBURN, Mr. MORITZ ROSENTHAL
Mr. JOHN S. MILLER, Mr. M. F. ELLIOTT, Mr. MARTIN CAREY, Mr. F. L. CRAWFORD, Mr. DOUGLAS CAMPBELL, Mr. C. W. MARTYN

On behalf of the petitioner:

Mr. FRANK B. KELLOGG, Mr. C. B. MORRISON
Mr. J. HARWOOD GRAVES

VOLUME 19 A

WASHINGTON
GOVERNMENT PRINTING OFFICE
1909

DEFENDANTS' EXHIBIT 397.

PUMPED FROM MORGANTOWN.			DELIVERED AT CENTERBRIDGE.			
Date.	Shipping order & tariff number.	Amount.	Date.	Shipping order & tariff number.	Amount.	
Sept. 13 to 20, 1907 (1)	Eur. 102-1	31,849.55	Sept. 24 to 28, 1907	Eur. 102-1	31,443.06	Eureka.
	" 105-1	88,754.64		" 105-1	70,875.02	"
				" 105-1	16,688.91	Kansas as Eureka.
	Total	120,604.19			119,006.99	Total.
Sept. 28 to 30, 1907 (2)	Eur. 105-1	20,695.36	Oct. 6 to 8, 1907	Eur. 105-1	20,571.18	Eureka.
	" 108-1	59,003.47		" 108-1	38,769.48	"
				" 108-1	19,390.35	Kansas as Eureka.
	Total	79,698.83			78,731.01	Total.
Oct. 10 to 12, 1907 (3)	Eur. 108-1	15,621.53	Oct. 17 to 20, 1907	Eur. 108-1	15,527.80	Eureka.
	" 111-1	68,978.06		" 111-1	55,411.12	"
				" 111-1	13,527.97	Illinois as Eureka.
	Total	84,599.59			84,466.89	Total.
Oct. 20 to 24, 1907 (4)	Eur. 111-1	5,646.94	Oct. 28th to Nov. 1st, 1907	Eur. 111-1	5,613.06	Eureka.
	" 114-1	133,873.45		" 114-1	116,959.30	"
				" 114-1	17,332.30	Illinois as Eureka.
	Total	139,520.39			139,904.66	Total.
Nov. 6th to 13, 1907 (5)	Eur. 114-1	5,426.55	Nov. 14 to 21, 1907	Eur. 114-1	5,393.99	Eureka.
	" 117-1	99,500.00		" 117-1	98,494.01	"
	" 118-1	90,298.64		" 118-1	73,366.20	Eureka & M'town.
				" 118-1	16,202.58	Illinois as Eureka.
	Total	195,225.19			193,456.78	Total.
Nov. 20 to 28, 1907 (6)	Eur. 118-1	24,126.36	Nov. 28th to Dec. 6th, 1907	Eur. 118-1	23,981.60	Eureka.
	" 120-1	79,600.00		" 120-1	74,776.81	Cabell.
	" 122-1	65,956.91		" 120-1	4,823.19	Eureka as Cabell.
				" 122-1	49,990.96	Eureka.
				" 122-1	14,947.66	Illinois as Eureka.
	Total	169,683.27			168,520.22	Total.

Dec. 4 to 6, 1907 (7)	Eur. 122–1	33,543.09	Dec. 11 to 14, 1907	Eur. 122–1	33,341.84	Eureka.
	" 124–1	91,029.50		" 124–1	70,287.00	"
				" 124–1	18,152.34	Kansas as Eureka.
	Total	124,572.59			121,781.27	Total.
Dec. 12 to 18, 1907 (8)	Eur. 124–1	18,420.50	Dec. 20 to 27, 1907	Eur. 124–1	20,908.72	Eureka.
	" 127–1	74,625.00		" 127–1	74,500.75	"
	" 128–1	110,711.43		" 128–1	97,492.66	"
				128–1	12,666.57	Kansas as Eureka.
		203,756.93			205,568.70	Total.
Dec. 26th, 1907, to Jan. 3rd, 1908 (9)	Eur. 128–1	13,663.57	Jan. 4 to 10, 1908	Eur. 128–1	13,581.59	Eureka.
	" 130–1	116,123.98		" 130–1	113,089.79	Eureka and Morgantown.
				" 130–1	1,669.83	Kansas as M'town.
	Total	129,787.55			128,341.21	Total.
Jan. 12 to 17, 1908 (10)	Eur. 130–1	8,251.02	Jan. 22 to 25, 1908	Eur. 130–1	8,575.90	Eureka.
	" 133–1	73,046.06		" 133–1	71,560.72	"
	Total	81,297.08			80,136.62	Total.
Jan. 31 to Feb. 7th, 1908 (11)	Eur. 133–1	11,528.94	Feb. 7 to 14, 1908	Eur. 133–1	12,518.81	Eureka.
	" 135–1	161,084.03		" 135–1	142,092.51	"
				" 135–1	14,330.47	Illinois as Eureka.
	Total	172,612.97			168,941.79	Total.

DEFENDANTS' EXHIBIT 397—SHEET 2.

PUMPED FROM MORGANTOWN.			DELIVERED AT CENTERBRIDGE.			
Date.	Shipping order & tariff number.	Amount.	Date.	Shipping order & tariff number.	Amount.	
Feb. 11 to 16, 1908 (12)	Eur. 135-1	13,040.97	Feb. 18th to 24, 1908	Eur. 135-1	16,781.38	Eureka.
	" 139-1	135,507.21		" 139-1	119,271.27	"
				" 139-1	11,322.01	Illinois as Eureka.
	Total	148,548.18			147,374.66	Total.
Feb. 27 to 29, 1908 (13)	Eur. 139-1	13,742.79	March 4 to 8, 1908	Eur. 139-1	17,208.30	Morgantown.
	" 141-1	96,044.44		" 141-1	75,809.94	" & Eureka.
				" 141-1	15,871.89	Illinois as Eureka.
	Total	109,787.23			108,890.13	Total.
March 5th to 15, 1908 (14)	Eur. 141-1	8,430.56	March 11 to 23, 1908	Eur. 141-1	12,193.64	Eureka.
	" 144-1	74,625.00		" 144-1	74,183.64	"
	" 145-1	84,575.00		" 145-1	84,108.15	Eureka & M'town.
	" 147-1	18,573.14		" 147-1	5,169.57	Eureka.
				" 147-1	9,554.34	Kansas as Eureka.
	Total	186,203.70			185,209.34	Total.
March 22 to 28, 1908 (15)	Eur. 147-1	56,051.86	March 29th to Apr. 4th, 1908	Eur. 147-1	60,230.22	Eureka.
	" 149-1	143,890.19		" 149-1	125,307.96	"
				" 149-1	15,421.83	Kansas as Eureka.
	Total	199,942.05			200,960.01	Total.
Apr. 3 to 7th, 1908 (16)	Eur. 149-1	5,359.81	April 10th to 16th, 1908	Eur. 149-1	9,047.96	Eureka.
	" 150-1	74,625.00		" 150-1	74,918.41	"
	" 152-1	70,402.95		" 152-1	56,245.35	"
				" 152-1	10,624.65	Kansas as Eureka.
	Total	150,387.76			150,836.37	Total.
Apr. 16 to 26, 1908 (17)	Eur. 152-1	14,172.05	April 23rd to May 6th, 1908	Eur. 152-1	18,048.15	Eureka.
	" 156-1	74,625.00		" 156-1	75,200.44	"
	" 157-1	154,521.41		" 157-1	143,355.66	Eureka & M'town.
				" 157-1	7,388.44	Illinois as Eureka.
	Total	243,318.46			244,052.69	Total.

May 5 to 20, 1908 (18)	Eur. 157–1	4,678.59	May 15 to June 5th, 1908	Eur. 157–1	8,507.22	Eureka.
	" 160–1	84,575.00		" 160–1	84,967.08	"
	" 161–1	99,500.00		" 161–1	99,985.43	"
	" 162–1	113,996.26		" 162–1	100,019.66	"
				" 162–1	11,148.90	Illinois as Eureka.
	Total	302,749.85			304,528.29	Total.
May 27th to June 7th, 1908 (19)	Eur. 162–1	428.74	June 5th to 16, 1908	Eur. 162–1	3,642.09	Eureka.
	" 164–1	144,275.00		" 164–1	144,848.84	"
	" 166–1	50,855.30		" 166–1	37,743.69	"
				" 166–1	9,254.37	Illinois as Eureka.
	Total	195,559.04			195,488.99	Total.
June 10 to 16, 1908 (20)	Eur. 166–1	23,769.70	June 21 to 24, 1908	Eur. 166–1	27,948.06	Eureka.
	" 167–1	103,689.48		" 167–1	98,396.16	"
				" 167–1	2,058.99	Kansas as Eureka.
	Total	127,459.18			128,393.21	Total.
June 20 to 29, 1908 (21)	Eur. 167–1	5,760.52	June 28th to July 15th, 1908	Eur. 167–1	9,541.10	Eureka.
	" 169–1	124,375.00		" 169–1	124,887.62	"
	" 171–1	118,409.16		" 171–1	101,190.19	"
				" 171–1	15,179.95	Illinois as Eureka.
	Total	248,544.68			250,798.86	Total.
July 8 to 15, 1908 (22)	Eur. 171–1	5,965.84	July 15 to 28, 1908	Eur. 171–1	8,425.45	Eureka.
	" 175–1	243,839.20		" 175–1	232,120.82	Eureka & M'town.
				" 175–1	9,509.50	Kansas as Eureka.
	Total	249,805.04			250,055.77	Total.

DEFENDANTS' EXHIBIT 397—SHEET 3.

PUMPED FROM MORGANTOWN.			DELIVERED AT CENTER BRIDGE.			
Date.	Shipping order and tariff number.	Amount.	Date.	Shipping order and tariff number.	Amount.	
July 21 to 30, 1908 (23)	Eur. 175-1	4,910.80	July 28th to Aug. 12th, 1908	Eur. 175-1	8,124.13	Eureka.
	" 176-1	149,250.00		" 176-1	149,876.94	"
	" 177-1	120,176.32		" 177-1	112,505.29	"
				" 177-1	4,759.43	Illinois as Eur.
	Total	274,337.12			275,265.79	Total.
Aug. 6 to 9, 1908 (24)	Eur. 177-1	4,198.68	Aug. 12 to 24, 1908	Eur. 177-1	7,412.01	Eureka.
	" 180-1	124,375.00		" 180-1	124,941.88	"
	Buck. 76-37	21,115.12		Buck. 76-37	5,834.19	"
				" 76-37	12,067.60	Illinois as Eureka.
	Total	149,688.80			150,255.68	Total.
Aug. 17 to 20, 1908 (25)	Buck. 76-37	40,164.68	Aug. 24th to Sept. 7th, 1908	Buck. 76-37	43,349.40	Eureka.
	Eur. 183-1	84,377.73		Eur. 183-1	62,310.88	"
				" 183-1	18,798.50	Illinois as Eureka.
	Total	124,542.41			124,458.78	Total.
Aug. 30 to Sept. 4, 1908 (26)	Eur. 183-1	5,172.27	Sept. 7 to 20th, 1908	Eur. 183-1	8,833.35	Eureka.
	" 185-1	84,575.00		" 185-1	84,932.04	Eur. & M'town.
	Buck. 76-37	13,345.20		Buck. 76-37	13,718.32	Morgantown.
	Eur. 186-1	119,400.00		Eur. 186-1	119,841.72	Eureka & M'town.
	" 179-26	37,007.67		" 179-26	27,088.79	Eureka.
				" 179-26	6,705.55	Kansas as Eureka.
	Total	259,500.14			261,119.77	Total.
Sept. 12 to 21, 1908 (27)	Eur. 179-26	37,617.33	Sept. 20th to Oct. 2nd, 1908	Eur. 179-26	41,203.79	Eureka.
	" 188-1	114,425.00		" 188-1	114,997.13	"
	" 189-1	93,333.61		" 189-1	90,120.28	"
	Total	245,375.94			246,321.20	Total.
Sept. 23 to 29, 1908 (28)	Eur. 189-1	6,166.39	Oct. 2 to 14th, 1908	Eur. 189-1	9,626.87	Eureka.
	" 191-1	179,100.00		" 191-1	169,068.73	"
	" 193-1	18,865.36		" 191-1	10,890.77	Illinois as Eur.
				" 193-1	15,652.03	" " "
	Total	204,131.75			205,238.40	Total.

Sept. 29th to Oct. 11th, 1908 (29)	Eur. 193–1	55,759.64	Oct. 14 to 21, 1908	Eur. 193–1	58,574.14	Eureka.
	So. W. 39–24	74,625.00		So. W. 39–34	74,975.64	"
	Eur. 194–1	133,851.36		Eur. 194–1	119,818.65	"
				" 194–1	8,010.12	Kas. as Eureka.
	Total	264,236.00			261,378.55	Total.
Oct. 17 to 26, 1908 (30)	Eur. 194–1	5,448.64	Oct. 26 to Nov. 4th, 1908	Eur. 194–1	12,043.77	Eureka.
	" 196–1	74,625.00		" 196–1	74,857.64	"
	" 198–1	165,517.15		" 198–1	149,753.03	"
				" 198–1	10,014.87	Kas. as Eureka.
	Total	245,590.79			246,669.31	Total.
Nov. 2 to 7, 1908 (31)	Eur. 198–1	8,607.85	Nov. 12 to 18, 1908	Eur. 198–1	15,377.10	Eureka.
	" 200–35	84,575.00		" 200–35	84,946.64	"
	" 202–35	86,283.15		" 202–35	68,358.76	"
				" 202–35	8,890.72	Illinois as Eur.
	Total	179,466.00			177,573.22	Total.
Nov. 18 to 23, 1908 (32)	Eur. 202–35	8,241.85	Nov. 25th to Dec. 1st, 1908	Eur. 202–35	17,715.22	Eureka.
	" 204–35	191,989.02		" 204–35	173,053.27	"
				" 204–35	12,611.07	Illinois as Eur.
	Total	200,230.87			203,379.56	Total.

DEFENDANTS' EXHIBIT 398.

SUPERSEDES ISSUE OF JANUARY 25, 1902.

Divisions No. A–11.
Cancelling Divisions Nos. 89 and 90,
dated May 23, 1896.

Effective February 20, 1902.

ERIE DESPATCH.

Line Divisions

Between

CLEVELAND TERMINAL & VALLEY RAILWAY

and

EASTERN POINTS

via

CLEVELAND, O.,

and

ERIE RAILROAD COMPANY

and Connections.

Index to stations and groups.

Stations.		Group. East bound.	Group. West bound.	Stations.		Group. East bound.	Group. West bound.
Akron	Ohio	A	A	Myersville	Ohio	B	B
Alexanders[a]	Ohio	A	A	New Berlin	Ohio	B	B
Boston	Ohio	A	A	North Industry	Ohio	A	A
Botzum	Ohio	A	A	Old Portage[a]	Ohio	B	B
Brecksville	Ohio	A	A	Peninsula	Ohio	B	B
Brooklyn	Ohio	B	B	Sandyville	Ohio	A	A
Canton	Ohio	A	A	Sparta	Ohio	A	A
East Akron	Ohio	A	A	South Park	Ohio	A	A
Everett	Ohio	B	B	Thornburgh[a]	Ohio	B	B
Greentown	Ohio	A	A	Tinkers Creek	Ohio	A	A
Hawkins	Ohio	B	B	Valley Jct	Ohio	A	A
Howenstein[a]	Ohio	B	B	Vaughn[a]	Ohio		
Krumroy	Ohio	B	B	Willow	Ohio		
Mineral City	Ohio						

a No agent. Freight charges must be prepaid.

Customary eastern terminals to be deducted before prorating.
C. T. & V. Ry. to be allowed a minimum of three (3) cents per 100 lbs.

C. P. LAMPREY,
General Manager, Chicago, Ill.

(1000) Printed by J. B Savage, Cleveland, Ohio. (6—)

Basing points.	Roads.	Group A.	Group B.
Albany, N. Y. (via Binghamton)	C. T. & V	12.34	15.80
	Erie System	65.27	62.69
	D. & H	22.39	21.51
Barnegat, N. J. (via Carbondale)	C. T. & V	9.00	11.66
	Erie System	55.73	54.10
	D. & H	4.70	4.57
	C. of N. J	30.57	29.67
Binghamton, N. Y	C. T. & V	13.44	17.15
	Erie System	86.56	82.85
Boston, Mass. (via Binghamton and Mechanicsville)	C. T. & V	9.10	11.78
	Erie System	48.76	47.31
	D. & H	17.42	16.91
	B. & M	24.72	24.00
Boston, Mass. (via Newburgh) (Eastbound only.)	C. T. & V	9.10	11.78
	Erie System	57.90	55.22
	N. Y., N. H. & H.	33.00	33.00
Boston Jct., Mass. (via Binghamton and Mechanicsville.)	C. T. & V	8.79	11.39
	Erie System	47.56	46.20
	D. & H	17.00	16.52
	B. & M	26.65	25.89
Burlington, Vt. (via Binghamton and Rutland)	C. T. & V	7.97	10.35
	Erie System	42.77	41.66
	D. & H	49.26	47.99
	Rutland		
Chelmsford, Mass. (via Binghamton, Mechanicsville, and Concord Jct.).	C. T. & V	9.10	11.78
	Erie System	40.51	39.31
	D. & H	14.48	14.06
	B. & M	16.34	15.86
	N. Y., N. H. & H.	19.57	18.99
Clinton, Mass. (via Binghamton, Mechanicsville, and Fitchburg).	C. T. & V	9.10	11.78
	Erie System	41.77	40.54
	D. & H	14.93	14.49
	B. & M	14.02	13.61
	N. Y., N. H. & H.	20.18	19.58
Communipaw, N. J. (via Carbondale)	C. T. & V	10.03	12.93
	Erie System	61.90	59.90
	D. & H	5.22	5.06
	C. of N. J	22.85	22.11
Concord, N. H. (via Binghamton and Mechanicsville).	C. T. & V	8.68	11.25
	Erie System	41.05	39.89
	D. & H	14.67	14.26
	B. & M	35.60	34.60
Elmira, N. Y	C. T. & V	14.76	18.76
	Erie System	85.24	81.24
Fairhaven, N. Y. (via Waverly or Owego)	C. T. & V	12.33	15.90
	Erie System	65.16	62.56
	L. Val	22.51	21.62
Hartford, Conn. (via Newburgh) (Eastbound only.)	C. T. & V	9.10	11.78
	Erie System	61.16	58.48
	N. Y., N. H. & H.	29.74	29.74
Hornellsville, N. Y	C. T. & V	16.38	20.70
	Erie System	83.62	79.30
Jersey Shore, Pa. (via Corning)	C. T. & V	13.64	17.30
	Erie System	65.11	62.28
	Fall Brook	21.25	20.33
Lowell, Mass. (via Binghamton and Mechanicsville)	C. T. & V	8.68	11.25
	Erie System	46.56	45.24
	D. & H	16.64	16.18
	B. & M	28.12	27.33
Manchester, N. H. (via Binghamton and Mechanicsville).	C. T. & V	8.27	10.73
	Erie System	44.42	43.23
	D. & H	15.88	15.45
	B. & M	31.43	30.59
Mansfield, Mass. (via Binghamton, Mechanicsville and Fitchburg).	C. T. & V	9.10	11.78
	Erie System	39.58	38.40
	D. & H	14.15	13.73
	B. & M	13.28	12.90
	N. Y., N. H. & H.	23.89	23.19
New York, N. Y	C. T. & V	10.65	13.72
	Erie System	89.35	86.28
Pawtucket, R. I. (via Binghamton, Mechanicsville, and Worcester).	C. T. & V	9.10	11.78
	Erie System	39.08	37.93
	D. & H	13.97	13.56
	B. & M	14.25	13.83
	N. Y., N. H. & H.	23.60	22.90
Perth Amboy, N. J. (via Waverly)	C. T. & V	10.65	13.72
	Erie System	51.05	49.30
	L. Val	38.30	36.98
Philadelphia, Pa. (via Carbondale)	C. T. & V	10.15	13.09
	Erie System	62.64	60.58
	D. & H	5.29	5.11
	C. of N. J	21.99	21.22

Philadelphia, Pa. (via Corning)	C. T. & V.	9.95	12.64	Rutland, Vt. (via Binghamton)	C. T. & V.	9.10	11.78
	Erie System	45.61	45.12		Erie System	46.76	47.51
	Fall Brook	15.22	14.73		D. & H.	42.55	42.55
	P. & R.	28.22	27.21	Springfield, Mass. (via Binghamton and Mechanicsville).	C. T. & V.	45.55	44.27
	C. T. & V.	10.95	14.13		Erie System	16.28	15.02
Philadelphia, Pa. (via Waverly)	Erie System	52.15	56.11		D. & H.	29.49	28.86
	L. Val. & V.	26.67	26.67		B. & M.	12.33	15.69
	C. T. & V.	10.65	13.72	Tioga, Pa. (via Elmira)	C. T. & V.	60.28	62.61
Philadelphia, N. Y. (via Campbell Hall)	Erie System	73.92	73.92		Erie System	22.28	21.12
	C. N. E. & V.	12.80	12.36		Tioga	10.92	14.98
	C. T. & V.	7.97	10.35	Wilkesbarre, Pa. (via Carbondale)	C. T. & V.	60.70	62.53
Poughkeepsie, N. Y. (via Binghamton and Mechanicsville).	Erie System	43.20	42.06		Erie System	6.42	44.00
	D. & H.	15.04	15.44	Wilmington, Del. (via Corning)	C. T. & V.	14.82	14.36
	B. & M.	32.53	33.39		Erie System	30.05	29.11
	C. T. & V.	10.35	10.35		Fall Brook	9.10	11.78
Provincetown, Mass. (via Newburgh). (Eastbound only.)	C. T. & V.	7.97	7.97		P. & R.	61.26	61.26
	Erie System	55.51	53.13	Winsted, Conn. (via Campbell Hall)	C. T. & V.	63.12	63.12
	N. Y., N. H. & H.	36.52	36.52		Erie System	27.75	26.96
	C. T. & V.	18.38	23.09		C. N. E.	9.50	12.27
Rochester, N. Y. (via Buffalo)	Erie System	81.62	76.91		C. T. & V.	44.39	43.03
	C. T. & V.	7.97	10.35	Yardley, Pa. (via Corning)	Erie System	14.50	14.05
Rockland, Me. (via Binghamton and Mechanicsville).	Erie System	38.14	37.15		Fall Brook	31.61	30.65
	D. & H.	13.64	13.29		P. & R.		
	B. & M.	40.25	39.21				

DEFENDANTS' EXHIBIT 398-A.

Supplement No. 1
to
Divisions No. A–11. Effective September 1, 1902.

ERIE DESPATCH.

Line Divisions

between

CLEVELAND TERMINAL & VALLEY RAILWAY

and

EASTERN POINTS,

via

CLEVELAND, OHIO,

and

ERIE RAILROAD COMPANY

And Connections.

Change Cleveland Terminal & Valley R'y to
Baltimore & Ohio R. R. (Cleveland Division.)

C. P. LAMPREY,
(636) *General Manager,*
Chicago, Ill.

(1000.) Printed by J. B. Savage, Cleveland, Ohio.

DEFENDANTS' EXHIBIT 399.

[Aldrich's Senate committee report on "Wholesale prices, wages, and transportation," Washington, 1893, Part I, page 99.]

Relative prices in gold (all articles).

1870	117.3	1881	105.7
1871	122.9	1882	108.5
1872	127.2	1883	106.0
1873	122.0	1884	99.4
1874	119.4	1885	93.0
1875	113.4	1886	91.9
1876	104.8	1887	92.6
1877	104.4	1888	94.2
1878	99.9	1889	94.2
1879	96.6	1890	92.3
1880	106.9	1891	92.2

DEFENDANTS' EXHIBIT 400.

The following table shows the relative prices of various commodities and the percentage of increases of prices for those commodities in 1906 as compared with 1895, and the percentage of increase in the average prices for the period 1903–1906 as compared with the average prices for the period 1895–1898:

Commodity.	1895.	1906.	Percentage of increase in 1906 over 1905.	Average of prices 1895–1898.	Average of prices 1903–1906.	Percentage of increase in the average of prices 1903–1906 over average of prices 1895–1898.
W. W. oil, less freight	7.62	8.42	10.4	6.75	9.31	37.9
Barley, p. 427	94.8	112.8	18.9	81.9	114.5	39.8
Corn, No. 2 cash, p. 427	104.0	121.8	17.1	80.3	126.8	57.9
Cotton, upland middling, p. 427	94.0	142.0	51.0	91.3	141.4	54.8
Hogs, heavy, p. 427	97.0	141.3	45.6	85.2	128.8	51.1
Hogs, light, p. 427	92.6	143.1	54.5	86.5	129.3	49.4
Hops, p. 428	53.1	92.0	73.2	64.9	149.6	130.5
Oats, p. 428	88.3	122.1	38.2	78.8	125.2	58.9
Rye, p. 428	91.2	115.5	26.6	81.6	120.2	47.2
Beans, p. 428	70.3	113.8	61.8	73.7	124.6	69.0
Fish, cod, dry, p. 429	98.9	136.2	37.7	84.7	126.0	48.7
Fish, herring, p. 429	83.6	168.0	100.9	95.0	155.7	63.8
Flour, buckwheat, p. 430	86.2	115.0	33.4	78.1	116.8	49.5
Meal, corn, yellow, p. 431	104.4	124.2	18.9	85.0	127.8	50.3
Meal, corn, white, p. 431	102.2	120.8	18.1	85.4	124.7	46.0
Meat, bacon, clear sides	96.3	139.6	44.9	84.5	128.7	52.3
Meat, bacon, rib, sides	96.3	140.2	45.5	84.8	129.5	52.7
Pork, p. 432	101.7	150.5	47.9	85.0	134.5	58.2
Spices, pepper, p. 433	66.4	151.9	128.7	85.2	162.6	90.8
Women's dress goods, p. 440	83.8	141.8	69.2	88.0	124.9	41.9
Coal, anthracite, chestnut, p. 441	82.9	135.2	63.0	96.1	134.4	39.8
Coal, bituminous, Georges Creek, p. 442	87.2	174.4	100.0	96.2	205.2	113.1
Coal, bituminous, Pittsburg, p. 442	93.3	122.7	31.5	89.7	130.9	45.9
Augers, extra, p. 442	82.9	221.8	46.9	86.7	176.4	103.4
Bar iron, best, refined, from mill, p. 433	86.2	126.8	47.0	80.0	120.0	50.0
Chisels, p. 433	90.3	221.1	34.1	91.5	184.2	101.3
Copper, ingot, lake, p. 433	87.1	158.9	82.4	91.1	125.9	38.1
Copper, sheet, hot base sizes, p. 443	85.9	143.2	66.7	86.1	121.9	41.5
Doorknobs, bronze, p. 443	115.1	259.8	125.7	103.2	187.7	81.8
Lead, pig, p. 444	85.6	154.3	80.2	89.5	127.1	42.0
Locks, common, p. 444	102.0	221.3	117.0	100.5	160.0	59.2
Worsted yarns, 2-40's Australfine, p. 441	72.9	127.0	74.2	82.2	120.6	46.7
Wool (Ohio fine fleece, p. 441)	68.2	129.9	90.4	85.1	127.5	49.8
Pig iron, foundry, No. 1, p. 444	88.5	141.7	60.1	84.1	125.6	49.3
Pig iron, Bessemer, p. 444	92.3	141.8	53.6	82.1	124.5	51.6
Pig iron, foundry, No. 2, p. 444	89.4	147.6	65.1	83.4	131.1	57.1
Pig iron, gray, forge, p. 445	93.1	146.1	60.1	84.4	132.9	57.4
Spelter, western, p. 445	80.1	137.2	71.2	90.5	126.3	39.5
Tin p. 446	76.5	213.6	179.2	76.8	147.4	91.9
Brick, common, p. 446	95.5	153.7	60.9	94.7	135.1	42.6
Hemlock, p. 447	93.2	183.0	96.3	94.2	153.7	63.1
Oak, white, quartered, p. 447	99.2	147.5	48.6	99.7	146.7	47.1
Pine doors, p. 447	83.5	153.5	83.8	79.8	157.4	97.2
Pine, white, boards, uppers, p. 448	98.8	182.0	84.2	94.4	176.0	86.4
Pine, yellow, p. 448	91.6	158.9	73.4	92.6	130.9	41.3
Poplar, p. 448	98.8	162.5	64.4	97.7	158.7	62.4
Pine, white, boards, No. 2 barn, p. 448	100.8	173.9	72.5	95.1	147.4	54.9
Resin, strained p. 448	108.4	278.8	157.1	110.1	216.8	96.9
Spruce, p. 449	99.3	178.0	79.2	98.0	151.0	54.0
Turpentine, p. 449	87.4	198.9	127.5	88.3	182.4	106.5
Muriatic acid, p. 450	79.8	129.8	62.6	94.9	147.8	55.7
Maple bedroom chairs, p. 451	96.9	143.9	48.5	89.3	132.5	48.3
Cotton-seed meal, p. 452	86.1	138.4	60.7	89.1	124.8	40.0
Jute, p. 452	77.7	204.5	163.1	90.8	152.1	67.5
Rope, manila, p. 453	78.7	134.0	70.2	76.9	127.5	65.7

Prices for refined oil are taken from Defendants' Exhibit 293-B; prices for the other commodities are taken from Report of the U. S. Bureau of Labor, March, 1908, No. 75.

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2-A	Georgia R. R. Co.: New York Lubricating Oil Co., statement of mileage, Apr. 1, 1903, to Mar. 31, 1904.	.....do.....	1541	18	96
2-B	New York Lubricating Oil Co., statement of mileage, Apr. 1, 1904, to Mar. 31, 1905.	.....do.....	1541	18	97
3	Contract between New York Lubricating Oil Co. and Louisville & Nashville R. R. Co., two years from Mar. 2, 1903.	.....do.....	1541	18	98
3-A	Louisville & Nashville R. R. Co.: New York Lubricating Oil Co., statement of mileage, Mar. 1, 1903, to Feb. 29, 1904.	.....do.....	1541	18	100
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4-A	Central of Georgia Ry. Co.: New York Lubricating Oil Co., statement of mileage, February, 1905, to April, 1906, inclusive.	.....do.....	1542	18	105
5	Contract between New York Lubricating Oil Co. and Atlanta, Knoxville & Northern Ry. Co., two years from Mar. 2, 1903.	.....do.....	1542	18	106
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12–B	Chicago, Milwaukee & St. Paul R. R. (year ending Jan. 31, 1904): Mileage at average guarantee for 1904 of Pennsylvania System; also for 1907 of Pennsylvania System.	.....do.....	6574	18	118
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13	Statement showing number miles run per hot bearing under freight cars, 1892–1907.	McKenna....	6627	18	120
14	Statement showing number of miles run per hot bearing under passenger cars, 1892–1907.	.....do.....	6627	18	120
15	Statement showing number of engines owned and average weight and tractive power per engine, 1897 and 1906.	.....do.....	6640	18	121
16	Cost of lubricating per 1,000 miles, freight and passenger cars, 1885–1907.	.....do.....	6640	18	122
17	Cars owned, subdivided by capacity, 1897 and 1906.	.....do.....	6647	18	122
18	Illinois Central R. R. Co.: Class and weight of locomotives purchased each year, 1897 to 1906, inclusive.	Fritch.....	6715	18	122
19	Average weight of locomotives, 1897 and 1906.	.....do.....	6718	18	1

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
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22	Cost of lubrication, June 30, 1897, to July 31, 1906.	.....do.....	6745	18	124
23	Lehigh Valley R. R. Co.: Record of hot bearings for one year prior to May 1, 1897, compared with a similar period in 1907–8.	Hibbits.....	6808	18	125
24	Cost of waste, 1896 and 1907.....	.....do.....	6814	18	125
25	Galena Signal Oil Co.: Large sheet showing by diagrams and rules the system for packing journals.	.....do.....	6817	18	126
26	Lehigh Valley R. R.: Statement showing reduction in cost of lubrication, 1896 and 1907.	.....do.....	6821	18	127
27	Percentage of increase in weight of locomotives and weight and capacity of freight cars, 1896 and 1907.	.....do.....	6828	18	127
28	Galena-Signal Oil Co.: Questions for discussion, seventeenth annual convention, salesmen and mechanical experts, June, 1908.	Sedgwick.....	6933	18	128
29	Poster regarding care of lanterns and how to obtain best light.	Walsh.....	6980	18	135
30	Not introduced in evidence.				
31	Galena-Signal Oil Co.: Pamphlet: Suggestions for calculating weight on journal bearings.	.....do.....	6980	18	135
32	Pamphlet: Questions used in examining locomotive engineers in connection with subject of lubrication.	.....do.....	6981	18	138
33	Chicago & Alton R. R. Co.: Curved line sheet showing cost of lubrication, 1892 to 1907.	Turner..... Steinbrenner	7059 7402	18	141
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36	Number of freight cars owned, average weight and capacity and size of journals, 1897 and 1906.	Hodges.....	7263	18	141
37	Locomotive mileage, 1897 and 1907; passenger and freight-car mileage, 1897 and 1906.	.....do.....	7266	18	141
38	Locomotive tables, 1897 to 1907.....	.....do.....	7274	18	142
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40	Galena-Signal Oil Co. with Philadelphia Rapid Transit Co., one year from June 1, 1907.	Steinbrenner.	7314	18	148
41	Galena-Signal Oil Co. with Pittsburg Rys. Co., one year from Jan. 1, 1908.	.....do.....	7320	18	150
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44	Table showing street railways under gallonage contracts.	.....do.....	7323	18	160
45	Table showing street railways under guaranteed contracts, with basis of first contract.	.....do.....	7335	18	162
46	Shipments to Panama R. R. and Panama Canal Commission.	.....do.....	7342	18	164
47	Government voucher for oils purchased by Panama Canal Commission, dated Apr. 11, 1908.	.....do.....	7343	18	166
	Danville & Western Ry. Co.:				
48	Lubricating oil purchases in year ending May 31, 1900.	Cowper.....	7432	18	168
49	Mileage and cost of lubricating engines and cars, June 1, 1900, to May 1, 1907.	.....do.....	7434	18	169
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50	Certificate of award of bronze medal to the Galena Oil Works (Limited), Franklin, Pa.	Steinbrenner.	7438	18	170

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
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51	Bronze medal, 3 inches in diameter, awarded the Galena Oil Works (Limited), Franklin, Pa., for exhibit of lubricating and burning oils from petroleum, and Model Oil Farm.	Steinbrenner.	7439	18	170
	World's Columbian Exposition:				
52	Bronze medal, 3 inches in diameter, awarded to Galena Oil Works (Limited), Franklin, Pa., for exhibit of Galena engine, coach, and car oils.	.....do.....	7440	18	170
53	Bronze medal, 3 inches in diameter, awarded to Signal Oil Works (Limited), Franklin, Pa., for exhibit of Perfection signal oil.	.....do.....	7440	18	170
54	Bronze medal award to Galena Oil Works (Limited), Franklin, Pa., for exhibit of Galena engine, coach, and car oils.	.....do.....	7441	18	171
55	Bronze medal award to Signal Oil Works (Limited), Franklin, Pa., for exhibit of Perfection signal oil.	.....do.....	7441	18	172
	Louisiana Purchase Exposition:				
56	Bronze medal, shield form, awarded Galena-Signal Oil Co., for exhibit of railway illuminating and lubricating oils.	.....do.....	7442	18	172
57	Bronze medal award to Galena-Signal Oil Works for exhibit of railway illuminating and lubricating oils.	.....do.....	7442	18	173
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59	Gold medal awarded to Galena Signal Oil Co., for exhibit of railway oils for lubricating and signaling.	.....do.....	7443	18	175
60	Galena Signal Oil Co.: Order from Isthmian Canal Commission, Apr. 30, 1908.	.....do.....	7444	18	176
61	Contract: Speare, Gregory & Co., with Atchison, Topeka & Santa Fe R. R. Co., one year from May 1, 1884.	.....do..... Speare.....	7445 7542	18	182
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63	Galena Oil Works (Limited), with Cincinnati Southern Ry. Co., one year from Oct. 1, 1891.	Steinbrenner.	7502	18	208
64	Galena Oil Works (Limited), with Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., July 1, 1891.	.....do.....	7524	18	211
65	Galena Oil Works (Limited), with Chicago, St. Paul, Minneapolis & Omaha Ry. Co., one year from June 1, 1884.	.....do.....	7533	18	214
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66	Comparative statement showing cost of lubricating freight cars, and tons hauled 1 mile.	.....do.....	7559	18	216
67	Percentage of invoice price paid by railroads for 1904–5 years included in ten and one year statements in evidence.	.....do.....	7568	18	220
68	Miles made per pint of valve oil used on locomotives on railroads, statements for which are in evidence, 1904–5 period.	.....do.....	7589	18	225
69	Miles made per pint of engine oil and other lubricants used on locomotives of railroads, statements for which are in evidence, 1904–5 period.	.....do.....	7590	18	228
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70–A	Results of lubrication, year ending June 15, 1905.	.....do.....	7605	18	235
70–B	Results of lubrication, year ending June 30, 1906.	.....do.....	7605	18	236
70–C	Results of lubrication, six months ending Dec. 31, 1906.	.....do.....	7605	18	237
70–D	Results of lubrication, year ending Dec. 31, 1907.	.....do.....	7605	18	238
	Louisville & Nashville R. R. Co.:				
71	Letter, Jan. 5, 1908, to T. H. Curtis, signed G. E. Evans, regarding Galena oils.	Curtis.....	7651	18	239
72	Letter, Jan. 14, 1908, to G. E. Evans, signed Theo. H. Curtis, regarding Galena oils.	.....do.....	7653	18	239

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74	Delays to passenger trains account hot boxes on locomotives and passenger cars, July, 1904, to May, 1905, compared with July, 1906, to May, 1907.	do	7655	18	231
75	Report of delays to trains account mechanical department failures, Aug. 1, 1904.	Hedgecock	7739	18	231
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77	Locomotives and cars, 1898 and 1907	Deems	7760	18	234
78	Cost of lubrication of locomotives and cars, 1898 and 1907.	do	7760	18	235
79	Size of journals, passenger and freight cars, 1898 and 1907.	do	7760	18	235
80	New York Steam Co.: Form of guaranteed contract with consumers.	Upham	7889	18	236
81	New York Steam Co.: Contract with New York Clearing House, Oct. 15, 1907.	do	7892	18	238
82	Standard Oil Co., New York: Ticket showing sales and deliveries at Hyannis, Mass., and vicinity.	McMillan	7984	18	240
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85	Standard Oil Co., New York: Prices at various points compared with prices given in petitioner's Exhibit 650.	Drake	8062	18	242
86	Tiona Oil Co.: Letter addressed to, Jan. 24, 1905, entering order for oils.	do	8072	18	243
87	Standard Oil Co., New York: Letter, Apr. 12, 1905, to P. M. Watt, signed Geo. Tuthill, in regard to competitor reducing price.	Tuthill	8101	18	243
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90	Standard Oil Co., Kentucky: Pamphlet upon the care of lamps.	Collings	8380	18	245

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92	Certified copy of order nolle prossing indictment found against C. T. Collings at Pekin, Ill., Oct. 14, 1905.	.....do.....	8387	18	252
92½	Letter addressed to Capt. P. S. Morris, signed Sudie P. Wilson, Apr. 4, 1908, regarding sale of Peoples Oil Co. to Standard Oil Co.	.....do.....	9351	18	253
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94	North Carolina Oil Co.: Sale to Grace Furniture Co., June 1, 1907.	Johnson.....	9392	18	253
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99	William C. Robinson & Son Co., sale to Harper Furniture Co., Lenoir, N. C., dated Aug. 1, 1906.	.....do.....	9394	18	259
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101-E	Do.				
101-F	Do.				
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101-G	Memorandum, Sept. 27, 1905, to C. G. Taplin, signed S. T. Curtis, regarding reduced price by competitors.	.....do	9525	18	266
101-H	Memorandum, Sept. 26, 1905, to S. T. Curtis, signed O. E. Rankin, regarding reduced price by competitors.	.....do.....	9525	18	266
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101-K	Letter, Apr. 16, 1906, to C. G. Taplin, signed S. T. Curtis, regarding reing reduced price by competitors.	.....do.....	9525	18	267
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117	Shipments from Olean to Rochester and beyond.	.....do.....	9711	18	311
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133	Rates from Whiting to points intermediate between Whiting and Cincinnati via Toledo.	.....do.....	9829	18	371
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135	Rates in Central Freight Association: Effect thereon of Ohio River rate.	.....do.....	9833	18	373
136	Table of rates from Rochester and various competitive points to Ohio River crossings.	.....do.....	9838	18	374

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137	Authorization of Ohio River tariffs as standard of rates in Central Freight Association territory.	Felton.....	9840	18	371
138	Rates, cf. various commodities from Chicago to Detroit and Toledo.	.....do.....	9851	18	373
139	Shipments, cf. into Southern Peninsula of Michigan from Whiting and other Standard refineries.	.....do.....	9852	18	374
140	Rates from Toledo and Lima to points in Michigan.	.....do.....	9853	18	376
141	Sales by the Standard in Michigan, per cent of, at Detroit.	.....do.....	9855	18	378
142	Comparison of rates per ton per mile from Toledo, Lima, Whiting, and Cleveland to points in Central Freight Association territory (corrected exhibit).	.....	10831	18	379
143	Comparison of shipments from Whiting and from Eastern Standard refineries to points in Ohio, Indiana, Michigan, Illinois, and Louisville, Ky.	Felton.....	9873	18	380
144	Comparison of rates shown in petition, page 158 to 161, with like information from Lima (corrected exhibit).	.....	10832	18	382
145	Withdrawn.				
146	Correction of rates to Southern points (Petitioner's Exhibit 586).	Felton.....	9911	18	384
147	Comparison of rates from Parkersburg and from Marietta.	.....do.....	9912	18	387
148	Comparison of sixth-class rates and oil rates from Toledo to points in Central Freight Association territory.	.....do.....	9917	18	388
149	Chicago Terminal transfer junctions with trunk lines.	.....do.....	9935	18	400
150	Chicago & Northwestern Ry. Letter to agents and connecting lines, issued Apr. 30, 1902, referring to map of Chicago switching district, which map is the third sheet of exhibit.	.....do.....	9937	18	402
151	Chicago, Burlington & Quincy R. R.: Application sheet of 1893.	.....do.....	9938	18	405
152	Atchison, Topeka & Santa Fe: Application sheet of Jan. 25, 1902....	.....do.....	9942	18	414

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153	Application sheet of Aug. 10, 1903	Felton	9942	18	416
154	Application sheet of Feb. 15, 1904	do	9943	18	418
	Chicago & Great Western Ry.:				
155-A	Application sheet of July 18, 1901	do	9951	18	470
155-B	Application sheet of Oct. 21, 1905	do	9951	18	470
	Chicago, Milwaukee & St. Paul R. R.:				
156-A	Application sheet of Apr. 6, 1903	do	9953	18	472
156-B	Application sheet of May 18, 1903	do	9953	18	476
	Chicago, Burlington & Quincy R. R.:				
157-A	Application sheet of Nov. 1, 1906	do	9954	18	478
157-B	Application sheet of May 24, 1901	do	9954	18	480
158-A	Tariff I. C. C. 4234	do	9959	18	486
158-B	Supplement No. 2 to I. C. C. 4234, giving number of C. B. & Q. 6-cent tariff.	do	9959	18	494
159	Tariff of low commodity rates to E. St. Louis.	do	9959	18	495
	Illinois Central R. R.:				
160	Application sheet of Oct. 28, 1901	do	9961	18	496
160-A	Application sheet of May 17, 1902	do	9961	18	500
160-B	Application sheet of Oct. 15, 1903	do	9962	18	502
160-C	Application sheet of Nov. 25, 1906	do	9962	18	504
161	Comparsion of rates from Chicago to East St. Louis with rates from Cleveland to Cincinnati.	do	9963	18	506
162	Other low rates from Chicago to East St. Louis.	do	9964	18	506
163	Rates from Chicago to Milwaukee	do	9966	19	507
164	St. Louis, Peoria & Northern R. R., 6 cent Whiting-East St. Louis tariff.	do	9972	19	508
165	Illinois Central R. R., 6 cent Kankakee-East St. Louis tariff.	do	9977	19	509
166	Chicago and Eastern Illinois and Evansville and Terre Haute division of through rate from Toledo, in comparison with rates from Whiting.	do	9982	19	509

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167	Map, junctions of the Chicago & Eastern Illinois R. R. with East and West trunk lines.	Felton.....	9993	19	510
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168	Tariff Circular No. 1–A.....	.....do.....	9993	19	511
168–B	Tariff Circular No. 2–A.....	.....do.....	9993	19	512
168–C	Tariff Circular No. 3–A.....	.....do.....	9993	19	514
168–D	Tariff Circular No. 5–A.....	.....do.....	9993	19	516
168–E	Tariff Circular No. 6–A.....	.....do.....	9993	19	518
169	Withdrawn.				
169–A	Illinois Central R. R.: Grand Junction rate of 13 cents.	.....do.....	10001	19	520
170	Shipments from Whiting and from other Standard refineries into the South.	.....do.....	10002	19	521
171	Map of territory peculiarly available to the Grand Junction combination.	.....do.....	10003	19	522
172	Shipments from Whiting and from other Standard refineries to territory shown on Defendants' Exhibit 171.	.....do.....	10005	19	523
	Chicago & Eastern Illinois R. R.:				
173	Division sheet, with 13 cent Grand Junction tariff G. F. D. 10445.	.....do.....	10010	19	529
174	13-cent Grand Junction Tariff G. F. D. 10084.	.....do.....	10014	19	530
174–A	Cancellation of G. F. D. 10084.....	.....do.....	10014	19	531
175	Corrections of mileage shown in Petitioner's Exhibit 586.	.....do.....	10034	19	532
176	Shipments of crude oil over Illinois Central R. R. from Stoy to Whiting.	.....	10036	19	535
177	Westgate freight bills: Comparison of cost of transportation with that of Standard to Vermont points.	Felton.....	10048	19	536
177	Sheet No. 2 corrected: Westgate freight bills, comparison of cost of transportation with that of Standard to Vermont points.	.....do.....	10682	19	537
178	Westgate freight bills: Analysis of rates, overcharges, undercharges, and available routes.	.....do.....	10053	19	540

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179	Chicago & Eastern Illinois R. R.: Division sheet of 13-cent Grand Junction rate with G. F. D. 10084.	Felton.....	10059	19	546
	Texas common points—				
180	Rates to, from C. F. A. territory.....	.....do.....	10062	19	547
181	Rate to, per ton per mile of class differentials over East St. Louis rate.	.....do.....	10064	19	547
182	Comparative table of rates less per ton per mile for shorter than for longer haul.	.....do.....	10065	19	548
183	Carload shipments to Pacific coast from Eastern refining points.	.....do.....	10081	19	548
184	Pacific coast, commodities other than oil, no through rate.	.....do.....	10085	19	549
185	Map of principal railroads in Mississippi Valley.	.....do.....	10093	19	550
186	Map of New England territory actually open to prorate.	.....do.....	10093	19	550
	Letter from H. E. Felton, instructions to freight men:				
187	Feb. 3, 1905.....	.....do.....	10099	19	551
188	Aug. 24, 1906.....	.....do.....	10099	19	552
189-A to 189-M	Waters, Pierce Oil Co.: Correspondence between traffic officials and railroad as to Alexandria rates.	Finlay.....	10312	19	552
190-A	Missouri Pacific & Iron Mountain R. R. tariff rates to Louisiana (B, C, & D not to be printed).	.....	.....	19	558
	Chicago, Milwaukee & St. Paul Ry.:				
191	Letter from the auditor of Interstate Commerce Commission.	Pierpont....	10641	19	560
192	Letter in reply to Defendants' Exhibit 191.	.....do.....	10641	15	2122
193	Interstate Commerce Commission: Opinion as to manner of making joint tariffs.	Eyman.....	10680	19	561
194	Withdrawn.				
195	Grand Trunk R. R.: Letter from Toledo division freight agent asking for rates named in A-944.	Martin.....	10734	19	572
196	Kansas rates: Memorandum from Grosclose to Leland.	Leland.....	10829	19	572

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198	Division sheets with Defendants' Exhibit 124–A.	Martin.....	11049	19	573
199	Division sheets with Defendants' Exhibit 124–A.	.....do.....	11049	19	573
200	New York Central & Hudson River R. R.: List of shippers that had general office statement.	McCulloch....	11058	19	582
201	Map of the Illinois oil field.....	Towl.....	11089	19	582
202 to 206	Central Vermont R. R.: Special rate advices.	Ferguson.....	11099–11102	19	583
207–A	Independent Oil Co.: Tank wagon ticket, sale at Washington, D. C., Mar. 29, 1901.	Barker.....	11164	19	585
207–B	Standard Oil Co.: Tank wagon ticket, sale at Washington, D. C., Mar. 18, 1901.	.....do.....	11164	19	586
207–C	Independent Oil Co.: Tank wagon ticket, sale at Washington, D. C., Apr. 30, 1901.	.....do.....	11165	19	586
207–D	Standard Oil Co.: Tank wagon ticket, sale at Washington, D. C., May 16, 1901.	.....do.....	11165	19	587
208	Not offered in evidence.				
209	Agreement between L. Blaustein and W. G. Davidson, May 7, 1904.	Blaustein....	11280	19	588
210	Agreement between Crew-Levick Co. and James W. Crook, Jan., 1904.	.....do.....	11285	19	589
211	Note to Mr. Blaustein, signed L. Richmond.	.....do.....	11331	19	589
212–A	Standard Oil Co.: Detailed tank wagon report, Washington, D. C., Dec. 23, 1902.	Parsells.....	11557	19	590
212–B	Detailed tank wagon report, Washington, D. C., Sept. 11, 1903.	.....do.....	11557	19	591
213–A	Letter, Feb. 23, 1905, to A. L. Jones, jr., signed J. M. Walker.	Robinson....	11565	19	591
213–B	Letter, Mar. 21, 1905, to J. M. Walker, signed Henry Roff.	.....do.....	11565	19	592
213–C	Letter, Apr. 11, 1905, to A. L. Jones, jr., signed J. M. Walker.	.....do.....	11565	19	592

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213-E	Letter, Aug. 18, 1905, to A. L. Jones, jr., signed J. M. Walker.	.....do.....	11565	19	593
213-F	Letter, Sept. 8, 1905, to A. L. Jones, jr., signed J. M. Walker.	.....do.....	11565	19	594
213-G	Memorandum, Feb. 23, 1905, regarding reduced price by competitors.	.....do.....	11565	19	594
213-H	Letter, Sept. 18, 1905, to A. L. Jones, jr., signed J. M. Walker.	.....do.....	11565	19	594
214	Synopsis of amendments to Tariff No. 24, Interstate Commerce Commission No. 3 of the Chicago & St. Louis Traffic Association.	.....	11581	19	596
215	Prices of South Lima crude oil, 1886, 1887, and 1890–1907; and prices of North Lima crude oil for various years.	Burton.....	11612	19	599
216	Marked for identification.				
217	Do.				
218	Do.				
219	Gulf Pipe Line Co.: Tariff No. 1.....	Litchfield....	11738	19	600
220	Interior Department: Regulations in regard to pipe lines on Indian lands.	Barnes.....	11788	19	602
221	The Texas Co.: I. C. C. Tariff No. 1.....	.....do.....	11814	19	608
222	C. E. Fulton's Tariff No. 47, 11-cent Evansville rate (not printed in record).	.....	13296	19	610
223	Exceptions to Tariff No. 24.....	Tucker.....	12142	19	610
	Chicago Eastern Illinois R. R.:				
224	Letter of Mar. 18, 1898, quoting 6-cent rate to Evansville.	.....	13511	19	611
225	Letter of Jan. 8, 1901, quoting 6-cent rate to Evansville.	.....	13511	19	612
226	Letter of Jan. 10, 1901, quoting 6-cent rate to Evansville.	.....	13511	19	613
227 to 250	Pipe lines: Blueprints, which by stipulation are not printed.	.....	12167 to 12203	19	613

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253	Pipe line: Tabulation showing contamination.	Schoder.....	12354	19	6
254	Pipe-line experiments, showing contamination of oils.	.....do.....	12355	19	6
255–A	Results of pipe-line tests.....	.....do.....	12356	19	6
255–B	Results of pipe-line tests.....	.....do.....	12356	19	6
256	Mississippi Valley Tariff No. 7, I. C. C. Advice B–59 (not copied into record).	.....	13299	19	6
257	Viles, Keith & Chester: Agreement of 1879.	Rockefeller ..	12480	19	6
258	Map showing extent and location of pipe lines in 1869 (not reproduced in record).	Archbold.....	12730	19	6
259	Map showing extent and location of pipe lines in 1874 (not reproduced in record).	.....do.....	12730	19	6
260	Map showing extent and location of pipe lines in 1877 (not reproduced in record).	.....do.....	12731	19	6
261	Standard Oil interests: Mileage of trunk and gathering pipe lines in 1882, 1899, and 1908.	.....do.....	12732	19	6
262	Chart showing by diagram the same information given in Exhibit 261.	.....do.....	12734	19	6
263	Chart showing stations of the Standard Oil interests in the United States in 1888.	.....do.....	12753	19	6
264	Chart showing stations of the Standard Oil interests in the United States in 1906.	.....do.....	12753	19	6
265	Production of crude petroleum in the United States, 1859 to 1905, inclusive, from U. S. Geological Survey.	.....do.....	12755	19	6
266	Chart showing production of crude oil, comparing Standard Oil production with total in the United States, 1882–1906.	.....do.....	12761	19	6
267	Chart showing crude oil, comparing Standard Oil production with Standard Oil consumption, 1882 to 1906.	.....do.....	12762	19	6

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269	Refineries owned by Standard Oil interests in 1906, with capacity and cost.	.....do.....	12770	19	627
270	Receipt of J. A. Bostwick, treasurer Standard Oil Trust, to Geo. H. Vilas for the holdings of Vilas, Keith & Chester, trustees, Mar. 13, 1883.	.....do.....	12822	19	628
271	History of companies in which Standard Oil Co. is now interested.	.....do.....	12823	19	633
272	History of companies not covered by Defendants' Exhibits Nos. 271 and 282, in which the trustees of the Standard Oil Trust were interested.	.....do.....	12833	19	644
273	History of companies not covered by Defendants' Exhibits Nos. 271, 272, and 282, in which the Standard Oil Co. has heretofore been interested.	.....do.....	12834	19	650
274	Stocks held July 1, 1890, by Standard Oil interests.	.....do.....	12834	19	652
275	Foreign competitors of Standard Oil Co...	.....do.....	12834	19	654
276	Standard Oil interests: Deliveries of illuminating oil; percentage of exports and domestic trade.	.....do.....	12837	19	660
277	List of refineries in the United States in competition with Standard Oil interests (123 in all).	.....do.....	12842	19	662
278	Marketing stations operated by Standard Oil interests, 1908.	.....do.....	12843	19	664
279	Officers and directors of the 20 companies that were in existence in 1892, excepting Northwestern Ohio Natural Gas Co.	.....do.....	12849	19	666
280	Standard Oil Company (New Jersey), physical property as of 1906.	.....do.....	12854	19	671
281	Subpoena served on John D. Archbold.....	.....do.....	13171	19	672
282	History of companies named in trust agreement.	.....do.....	13172	19	673
283	Total deliveries paraffine wax by Standard Oil refineries, export and home trade, years 1892 to 1907, inclusive.	.....do.....	13191	19	682

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284	Crude oil purchased in state of California, including own production.	Tilford.....	13224	19	6
285	Shipments of refined oil from Richmond, export and domestic.	.....do.....	13229	19	6
286	Proportion of intrastate and interstate sales.	.....do.....	13230	19	6
287	Refined oil sales, year 1906	.....do.....	13231	19	6
287–A	Naphtha sales, year 1906	.....do.....	13231	19	6
288	Continental Oil Co.: Stations abandoned	.....do.....	13242	19	6
	Standard Oil interests:				
289	Net stocks of Lima and Indiana crude oil in pipe lines at end of each year, 1886 to 1907, inclusive.	Dredger.....	13314	19	6
290	Approximate margins of profit, tank wagon Water White oil, showing range of margins in United States, for year 1904.	.....do.....	13315	19	6
291	Sales of finished naphtha in the United States, 1905 to 1906, inclusive.	.....do.....	13320	19	6
292–A	Total sales in the United States of refined oil and naphtha, with net earnings, year 1895.	.....do.....	13321	19	6
292–B	Total sales in the United States of refined oil and naphtha, with net earnings, year 1896.	.....do.....	13321	19	6
292–C	Total sales in the United States of refined oil and naphtha, with net earnings, year 1897	.....do.....	13321	19	6
292–D	Total sales in the United States of refined oil and naphtha, with net earnings, year 1898.	.....do.....	13321	19	6
293–A	Relative prices all commodities per Bureau of Labor Bulletin No. 75, page 292, and percentages of increase over 1895; Lima and Pennsylvania crude oil, years 1895 to 1906, inclusive.	.....do.....	13321	19	6
	Standard Oil interests:				
293–B	Average prices received for all refined oil in domestic trade, based on Petitioner's Exhibits 628 and 379, with prices for 1895, 1896, and 1897 added.	.....do.....	13321	19	6

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293-C	Prices received for all finished naphtha in domestic trade, based on Petitioner's Exhibits 629 and 384, with prices for 1895, 1896, and 1897 added.	Dredger.....	13323	19	694
293-D	Average prices received for all refined oil in domestic trade, 1895 to 1906, excluding marketing cost and freight, all prices reduced to 1895 basis.	.....do.....	13326	19	694
293-E	Prices received for all finished naphtha in domestic trade, 1895 to 1906, excluding marketing cost and freight, all prices reduced to 1895 basis.	.....do.....	13327	19	695
294	Chart showing increase in prices of 258 commodities from 1890 to 1907, inclusive.	Johnson.....	13352	19	696
295	Chart showing increase in wages, 1890–1907, inclusive.	.....do.....	13354	19	697
296	Chart: Percentage of increase of prices of various commodities in 1906 compared with 1895.	.....do.....	13355	19	697
297	Figures upon which Defendants' Exhibit 296 is constructed.	.....do.....	13359	19	697
298	Chart: Water White oil prices.....	.....do.....	13360	19	698
299	Figures upon which Defendants' Exhibit 298 is constructed.	.....do.....	13360	19	699
300	Chart: Average relative prices of Lima crude oil and of Water White refined oil, compared with relative prices of general commodities.	.....do.....	13360	19	700
301	Figures upon which Defendants' Exhibit 300 is based.	.....do.....	13365	19	701
302	Chart: Average relative prices of Pennsylvania crude oil and of Water White refined oil, compared with relative prices of general commodities.	.....do.....	13366	19	702
303	Figures upon which Defendants' Exhibit 302 is constructed.	.....do.....	13366	19	703
304	Chart: Relative changes in the purchasing power of money based on relative prices of 258 commodities.	.....do.....	13377	19	704

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305	Shipments of Russian oil (illuminating) from Baku 1880 to 1893: Stocks of crude oil in the United States, 1892 to 1895.	Archbold.....	13486	19	719
	Acme Oil Co., New York:				
306	Stock transfers to May 20, 1882.....	.....do.....	13489	19	719
307	Certified copy, articles of incorporation.	.....do.....	13490	19	720
308	Acme Oil Co., Pennsylvania: Certified copy articles of incorporation.	.....do.....	13491	19	721
309	Camden Consolidated Oil Co.: Certified copy articles of incorporation.	.....do.....	13492	19	722
310	Elizabethport Acid Works: Certified copy articles of incorporation.	.....do.....	13492	19	731
311	Atlantic Refining Co.: Transcript from stock books.	.....do.....	13495	19	734
312	Imperial Refining Co. (Limited): Certified copy articles of incorporation.	.....do.....	13496	19	735
313	Charles Pratt & Co.: Transcript from stock books.	.....do.....	13496	19	742
	Paine, Ablett & Co.:				
314	Transcript from stock books.....	.....do.....	13497	19	742
314-A	Certified copy articles of incorporation.	.....do.....	13497	19	743
315	Standard Oil Co., Pittsburg: Transcript from stock books.	.....do.....	13498	19	747
316	Smith's Ferry Oil Transportation Co.: Transcript from stock books.	.....do.....	13499	19	747
317	Sone & Fleming Manufacturing Co.: Transcript from stock books.	.....do.....	13499	19	747
318	American Lubricating Oil Co.: Certified copy articles of incorporation.	.....do.....	13500	19	748
	Baltimore United Oil Co.:				
319	Transcript from stock books.....	.....do.....	13501	19	752
319-A	Certified copy articles of incorporation.	.....do.....	13501	19	754
320	Beacon Oil Co.: Certified copy articles of incorporation.	.....do.....	13501	19	756
321	Bush & Denslow Manufacturing Co.: Transcript from stock books.	.....do.....	13502	19	757

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323	Chesebrough Manufacturing Co.: Transcript from stock books.	.....do.....	13503	19	757
324	Chess-Carley Co.: Transcript from stock books.....	.....do.....	13503	19	759
324-A	Certified copy articles of incorporation.	.....do.....	13503	19	760
325	Consolidated Tank Line Co.: Transcript from stock books.....	.....do.....	13503	19	763
325-A	Certified copy articles of incorporation.	.....do.....	13503	19	764
326	Keystone Refining Co.: Transcript from stock books.....	.....do.....	13504	19	769
326-A	Certified copy articles of incorporation.	.....do.....	13504	19	770
327	Maverick Oil Co.: Certified copy articles of incorporation.	.....do.....	13505	19	773
328	National Transit Co.: Transcript from stock books.	.....do.....	13505	19	774
329	Producers Consolidated Land and Petroleum Co.: Transcript from stock books.	.....do.....	13505	19	774
330	Signal Oil Works (Limited): Transcript from stock books.....	.....do.....	13506	19	775
330-A	Certified copy articles of incorporation.	.....do.....	13506	19	776
330-B	Amendments to articles of incorporation.	.....do.....	13506	19	780
331	Thompson & Bedford Co. (Limited): Transcript from stock books	.....do.....	13506	19	782
331-A	Articles of incorporation.....	.....do.....	13506	19	783
331-B	Amendment to articles of incorporation.	.....do.....	13506	19	788
331-C	Amendment to articles of incorporation.	.....do.....	13506	19	790
332	Devoe Manufacturing Co.: Transcript from stock books.	.....do.....	13506	19	792
333	The Eclipse Lubricating Oil Co.: Certified copy articles of incorporation	.....do.....	13507	19	793
333-A	Amendment to articles of incorporation.	.....do.....	13507	19	796

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336	Galena Oil Works (Limited): Certified copy of articles of incorporation.	.....do.....	13508	19	800
337	Galena Farm Oil Co. (Limited): Certified copy articles of incorporation.	.....do.....	13508	19	802
338	H. C. Van Tine & Co. (Limited): Certified copy articles of incorporation.	.....do.....	13508	19	805
	Waters-Pierce Oil Co.:				
339	Transcript from stock books.....	.....do.....	13509	19	808
339–A	Certified copy articles of incorporation.	.....do.....	13509	19	809
340	Model Refining Co., Pittsburg: Transcript from stock books.	.....do.....	13509	19	815
	United Pipe Lines:				
341	Certified copy articles of incorporation.	.....do.....	13509	19	816
341–A	Transcript from stock books.....	.....do.....	13509	19	820
342	Long Island Refining Co.: Transcript from stock books.	.....do.....	13509	19	821
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345–A	Number and weight of all locomotive equipment of each type in service on June 30, 1897.	.....	13617	19	823
345–B	Number and weight of all locomotive equipment of each type in service on June 30, 1902.	.....	13617	19	823
345–C	Number and weight of all locomotive equipment of each type in service on June 30, 1907.	.....	13617	19	824
	Buffalo, Rochester & Pittsburg R. R.:				
346–A	Number and weight of all locomotive equipment of each type in service on June 30, 1898.	.....	13617	19	824

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346-C	Number and weight of all locomotive equipment of each type in service on June 30, 1907	.....	13617	19	825
	Central R. R. of New Jersey:				
347-A	Number and weight of all locomotive equipment of each type in service for year ending Dec. 31, 1897.	.....	13617	19	826
347-B	Number and weight of all locomotive equipment of each type in service for year ending Dec. 31, 1899.	.....	13617	19	826
347-C	Number and weight of all locomotive equipment of each type in service for year ending June 30, 1905.	.....	13617	19	827
347-D	Number and weight of all locomotive equipment of each type in service for year ending June 30, 1907.	.....	13617	19	827
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348-A	Number and weight of all locomotive equipment of each type in service on Dec. 31, 1897.	.....	13617	19	828
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309	Camden Consolidated Oil Co.: Articles of incorporation.	Archbold	13492	19	777
	Cars:				
36	Atchison, Topeka & Santa Fe R. R.: Freight, number, weight, capacity, and size of journals.	Hodges	7623	18	141
13	Chicago, Milwaukee & St. Paul R. R.: Freight, miles run per hot bearing.	McKenna	6627	18	120

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	Cars—Continued.				
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14	Passenger, miles run per hot bearing.	McKenna....	6627	18	120
16	Passenger and freight, cost of lubricating per 1,000 miles.	.....do.....	6640	18	121
17	Cars owned, subdivided by capacity.	.....do.....	6647	18	121
66	Galena Signal Oil Co.: Freight, cost of lubricating, and tons hauled 1 mile.	Steinbrenner.	7559	18	216
	Illinois Central R. R.—				
20	Freight, average weight and capacity.	Fritch.....	6719	18	123
21	Freight, increase in, and in journal-bearing surface.	.....do.....	6721	18	123
27	Lehigh Valley R. R. Co.: Freight, increase in weight and capacity.	Hibbits.....	6828	18	127
	New York Central & Hudson River R. R.—				
77	Freight, 1898 and 1907.....	Deems.....	7760	18	234
79	Freight, size of journals.....	.....do.....	7760	18	235
79	Passenger, size of journals.....	.....do.....	7760	18	235
385-C	Freight, number, class, and capacity, 1898 and 1907.	.....	13621	19	886
108	Tank cars, defendants and others....	Felton.....	9660	18	274
101-A	Caymod, C. G.: Letter to, signed S. T. Curtis.	Squire.....	9525	18	265
	Centennial Exposition:				
50	Certificate of award to Galena Oil Works (Limited).	Steinbrenner.	7438	18	170
51	Medal, bronze, to Galena Oil Works (Limited).	.....do.....	7439	18	170
	Central Freight Association:				
134	Map of territory.....	Felton.....	9830	18	372
135	Rates in, effect thereon of Ohio River rate.	.....do.....	9833	18	373
137	Tariffs, Ohio River, authorization of, in	.....do.....	9840	18	374

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	Central Freight Association—Continued.				
142	Rates per ton per mile to points in....	Felton.....	10831	18	373
148	Rates, comparison of sixth class, and oil rates, to points in	.....do.....	9917	18	208
180	Rates from, to Texas common points..	.....do.....	10062	19	567
	Central of Georgia Ry. Co.:				
4	Contract with New York Lubricating Oil Co., Feb. 1, 1905.	Harrison.....	1541	18	102
4–A	Mileage: New York Lubricating Oil Co., Feb., 1905, to Apr., 1906.	.....do.....	1542	18	105
	Central R. R. of New Jersey:				
118	Tariff, 9 cents per barrel rate.....	Felton.....	9717	18	311
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347–A	1897.....	.....	13617	19	826
347–B	1899.....	.....	13617	19	828
347–C	1905.....	.....	13617	19	827
347–D	1907.....	.....	13617	19	827
322	Central Refining Co. of Pittsburg: Transcript from stock books.....	Archbold.....	13502	19	757
	Central Vermont R. R. Co.:				
123	Cost of transportation from Bradford, etc., to points on.....	Felton.....	9763	18	351
130	Rates, correction of, to points on.....	.....do.....	9809	18	367
202 to 206	Special-rate advices.....	Ferguson.....	[illegible] 11102	19	[illegible]
	Certificates of award:				
50	Centennial Exposition.....	Steinbrenner.	7438	18	170
57	Louisiana Purchase Exposition.....	.....do.....	7442	18	173
59	Pan-American Exposition.....	.....do.....	7443	18	175
54	World's Columbian Exposition.....	.....do.....	7441	18	171
55	World's Columbian Exposition.....	.....do.....	7441	18	172
	Charts:				
33	Chicago & Alton R. R., cost of lubrication.	Turner..... Steinbrenner.	7050 7402	18	141
294	Increase in price 258 commodities 1890 to 1907, inclusive.	Johnson.....	13352	19	806

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296	Increase, various commodities, in 1906, compared with 1895.	Johnson	13355	19	697
300	Commodities, Lima crude and refined oil.	do	13360	19	700
302	Commodities, Pennsylvania crude and refined oil.	do	13366	19	702
304	Commodities, and change in purchasing power of money.	do	13377	19	704
289-A	Commodities, and refined oil, sugar, etc.		13635	19	705
290-A	Commodities, and refined oil, meat, etc.		13635	19	706
291-A	Commodities, and refined oil, leather, etc.		13636	19	708
292-A	Commodities, and refined oil, carpets, etc.		13636	19	710
293-A	Commodities, and refined oil, wheat flour, etc.		13636	19	712
294-A	Commodities, and refined oil, bread, etc.		13636	19	714
295-A	Commodities, and refined oil, milk, etc.		13637	19	716
266	Crude oil, production, with that of Standard Oil interests, 1882 to 1906.	Archbold	12761	19	626
267	Crude oil, Standard Oil production and consumption, 1882 to 1906.	do	12762	19	626
268	Crude oil, total production, compared with Standard Oil consumption, 1882 to 1906.	do	12763	19	626
262	Pipe lines, gathering and trunk	do	12734	19	622
298	Refined oil prices	Johnson	13360	19	698
263	Stations of Standard Oil interests, 1888.	Archbold	12753	19	623
264	Stations of Standard Oil interests, 1906.	do	12753	19	623
265	Wages, increase in, 1890–1907	Johnson	13354	19	697
323	Chesebrough Manufacturing Co.: Transcript from stock books.	Archbold	13503	19	757

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324–A	Articles of incorporation	Archbold	13503	19	769
324	Transcript from stock books	do	13503	19	769
	Chicago:				
132	Rates to Ohio River gateways, from	Felton	9824	18	370
138	Rates, various commodities, from	do	9851	18	375
161	Rates from, to East St. Louis, comparison of	do	9963	18	500
162	Rates, other low, from	do	9964	18	506
163	Rates from, to Milwaukee	do	9966	19	507
	Chicago & Alton R. R. Co.:				
33	Curved line sheet showing cost of lubricating.	Turner; Steinbrenner.	7059 7402	18	141
	Locomotive equipment—				
348–A	1897		13617	19	828
348–B	1900		13617	19	828
348–C	1901		13617	19	829
348–D	1907		13617	19	829
	Chicago & Eastern Illinois R. R.:				
167	Map, junctions, with east and west trunk lines.	Felton	9993	19	510
166	Rate, division of, from Toledo	do	9982	19	509
173	Division sheet, with 13-cent Grand Junction tariff.	do	10010	19	529
174	Grand Junction tariff, 13-cent	do	10014	19	530
174–A	Cancellation of G. F. D. 10084	do	10014	19	531
179	Division sheet of 13-cent Grand Junction rate.	do	10059	19	546
224	Letter Mar. 18, 1898, quoting 6-cent rate to Evansville.		13511	19	611
225	Letter Jan. 8, 1901, quoting 6-cent rate to Evansville.		13511	19	612
226	Letter, Jan. 10, 1901, quoting 6-cent rate to Evansville.		13511	19	613

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	Chicago & Eastern Illinois R. R.—Con. Locomotive equipment—				
349-A	1897		13617	19	830
349-B	1902		13617	19	830
349-C	1907		13617	19	831
150	Chicago & Northwestern Ry. Co.: Letter to agents, and connecting lines, referring to map of Chicago switching district.	Felton	9937	18	402
	Locomotive equipment—				
351-A	1897		13617	19	833
351-B	1904		13617	19	833
351-C	1907		13617	19	834
214	Chicago & St. Louis Traffic Association: Synopsis of amendment to Tariff No. 24.		11581	19	596
	Chicago, Burlington & Quincy R. R.: Application sheet—				
151	1893	Felton	9938	18	405
157-A	Nov. 1, 1906	do	9954	18	478
157-B	May 24, 1901	do	9954	18	480
158-A	Tariff I. C. C. 4234	do	9959	18	486
158-B	Supplement No. 2 to I. C. C. 4234	do	9959	18	494
159	Tariff of low commodity rates to East St. Louis.	do	9959	18	495
	Chicago Great Western R. R.: Application sheet—				
155-A	July 18, 1901	do	9951	18	470
155-B	Oct. 21, 1905	do	9951	18	470
	Locomotive tables—				
350-A	1897		13617	19	831
350-B	1903		13617	19	832
350-C	1906		13617	19	832
350-D	1907		13617	19	832

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12–B	Mileage at guarantee for 1904 and 1907, of Pennsylvania system.	Steinbrenner.	6574	18	11
12–D	Mileage at average guarantee for 1907 of Pennsylvania system.	.....do.....	6574	18	11
13	Miles run per hot bearing, freight cars, 1892–1907.	McKenna....	6627	18	11
14	Miles run per hot bearing, passenger cars, 1892–1907.	.....do.....	6627	18	11
15	Locomotives, number, average weight and tractive power.	.....do.....	6640	18	12
16	Cost of lubrication, per 1,000 miles, cars, 1885–1907.	.....do.....	6640	18	12
17	Cars owned, subdivided by capacity, 1897 and 1906.	.....do.....	6647	18	12
	Application sheet—				
156–A	April 6, 1903.....	Felton.....	9953	18	47
156–B	May 18, 1903.....	.....do.....	9953	18	47
191	Letter from Auditor Interstate Commerce Commission.	Pierpont....	10641	19	50
192	Letter in reply to Exhibit 191 (p. 2122, vol. 15).	.....do.....	10641	.....	.....
	Chicago, Peoria & St. Louis R. R.: Locomotive equipment—				
352–A	1901.....	.....	13617	19	93
352–B	1904.....	.....	13617	19	93
352–C	1907.....	.....	13617	19	93
	Chicago, Rock Island & Pacific R. R.: Locomotive equipment—				
353–A	1897.....	.....	13618	19	93
353–B	1899.....	.....	13618	19	93
353–C	1905.....	.....	13618	19	93
353–D	1907.....	.....	13618	19	93
65	Chicago, St. Paul, Minneapolis & Omaha R. R.: Contract with Galena Oil Works, June 1, 1884.	Steinbrenner.	7533	18	21
149	Chicago Terminal Transfer R. R.: Junctions with trunk lines.	Felton.....	9935	18	4

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150	Chicago Switching District: Chicago & Northwestern R. R. letter to agents and connecting lines, regarding	Felton.....	9937	18	402
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133	Rates from Whiting to points intermediate, via Toledo.	.....do.....	9829	18	371
161	Rates from Chicago to East St. Louis compared with rates, Cleveland to,	.....do.....	9963	18	506
	Cincinnati, Hamilton & Dayton R. R.:				
	Locomotive equipment—				
354-A	1897.....	.....	13618	19	838
354-B	1902.....	.....	13618	19	838
354-C	1905.....	.....	13618	19	839
354-D	1907.....	.....	13618	19	839
63	Cincinnati Southern R. R.: Contract with Galena Oil Works (Limited), Oct. 1, 1891.	Steinbrenner.	7502	18	208
	Cleveland:				
142	Comparison of rates per ton per mile, to points in Central Freight Association, from.	.....	10831	18	378
161	Rates from Chicago to E. St. Louis, compared with rates to Cincinnati from	Felton.....	9963	18	506
64	Cleveland, Cincinnati, Chicago & St. Louis R. R.: Contract with Galena Oil Works (Limited), July 1, 1891.	Steinbrenner.	7524	18	211
92	Collings, C. T., certified order nolle prosing indictment.	Collings.....	8387	18	252
	Columbia Refining Co.:				
	Tank-wagon ticket—				
100-A	Dec. 28, 1904.....	Mills.....	9459	18	260
100-E	Jan. 4, 1905.....	.....do.....	9461	18	264
100-D	Jan. 4, 1905.....	.....do.....	9459	18	263
9	Standard Oil sales to.....	Castle.....	6130	18	113
9	Commercial Oil Co.: Standard Oil sales to.	.....do.....	6130	18	113
	Commodities:				
105	Tonnage of principal.....	Felton.....	9652	18	272
126	Rates cf. from Chicago to Detroit, on..	.....do.....	9851	18	375

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	Commodities—Continued.				
159	Chicago, Burlington and Quincy, low commodity rates to East St. Louis.	Felton.....	9959	18	466
184	Pacific coast, through rates on, other than oil.	.....do.....	10085	19	540
294	Chart, increase in price of 258.....	Johnson.....	13352	19	696
296	Chart, percentage of increase in prices of various commodities in 1906, compared with 1895.	.....do.....	13355	19	697
297	Figures upon which chart 296 is constructed.	.....do.....	13359	19	697
300	Chart, prices Lima crude and W W refined oil, compared with general	.....do.....	13360	19	700
301	Figures upon which chart 300 is constructed.	.....do.....	13365	19	701
302	Chart, prices Pennsylvania crude and refined oil, and general	.....do.....	13366	19	702
303	Figures upon which chart 302 is constructed.	.....do.....	13366	19	703
304	Chart, changes in purchasing power of money, based on relative prices of 258	.....do.....	13377	19	704
389–A	Chart, relative prices of refined oil, sugar, and other	.....	13635	19	705
389–B	Figures for defendants' Exhibit 389–A.	.....	13635	19	705
390–A	Chart, relative prices refined oil, meat, and other	.....	13635	19	706
390–B	Figures for defendants' Exhibits 390–A.	.....	13635	19	707
391–A	Chart, relative prices refined oil, leather, and other	.....	13636	19	708
391–B	Figures for defendants' Exhibit 391–A.	.....	13636	19	709
392–A	Chart, relative prices refined oil, carpets, and other	.....	13636	19	710
392–B	Figures for defendants' Exhibit 392–A.	.....	13636	19	711
393–A	Chart, relative prices refined oil, wheat flour, and other	.....	13636	19	712

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	Commodities—Continued.				
393-B	Figures for defendants' Exhibit 393–A.	.....	13636	19	713
394-A	Chart, relative prices refined oil, bread, and other	.....	13636	19	714
394-B	Figures for defendants' Exhibit 394–A.	.....	13637	19	715
395-A	Chart, relative prices refined oil, milk, and other	.....	13637	19	716
395-B	Figures for defendants' Exhibit 395–A.	.....	13637	19	717
	Competition:				
103	Competitive refiners selling in Ohio..	Squire.....	9624	18	270
275	Foreign competitors of Standard Oil Co.	Archbold....	12834	19	654
277	Competitive refiners of Standard Oil interests in United States.	.....do.....	12842	19	662
104	National Petroleum Association: Letter head, giving list of members.	Squire.....	9626	18	271
	Consolidated Tank Line Co.:				
325-A	Articles of incorporation.....	Archbold.....	13503	19	764
325	Transcript from stock books.....	.....do.....	13503	19	763
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253	Pipe line tabulation, showing.....	Schoder.....	12354	19	616
254	Pipe line experiments, showing.....	.....do.....	12355	19	616
255-A	Results of pipe-line tests.....	.....do.....	12356	19	617
255-B	Results of pipe-line tests.....	.....do.....	12356	19	617
288	Continental Oil Co.: Stations abandoned..	Tilford.....	13242	19	687
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39	Atchison, Topeka & Santa Fe Ry. with American Brake Shoe Co.	Hodges.....	7276	18	143
210	Crew-Levick Co. with James W. Crook, January, 1904.	Blaustein....	11285	18	589
	Galena-Signal Oil Co.—				
62	Synopsis of contracts made with railroads.	Steinbrenner.	7453	18	184
44	Street railways under gallonage contracts.	.....do.....	7323	18	160
43	Street railways under guaranteed contracts.	.....do.....	7321	18	158

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	Contracts—Continued.				
	Galena-Signal Oil Co.—Continued.				
45	Street railways under guaranteed contracts, with basis of first	Steinbrenner.	7395	18	102
65	Galena Oil Works (Limited), contract with Chicago, St. Paul, Minneapolis & Omaha Ry., June 1, 1884.	.....do.....	7533	18	214
63	Galena Oil Works (Limited), with Cincinnati Southern R. R.	.....do.....	7502	18	206
64	Galena Oil Works (Limited), with Cleveland, Cincinnati, Chicago & St. Louis R. R.	.....do.....	7524	18	211
40	Galena-Signal Oil Co., with Philadelphia Rapid Transit Co.	.....do.....	7314	18	146
41	Galena-Signal Oil Co., with Pittsburg railways.	.....do.....	7320	18	151
42	Galena-Signal Oil Co., with Metropolitan Street Railway, Kansas City.	.....do.....	7320	18	153
5	New York Lubricating Oil Co., with Atlanta, Knoxville & Northern R. R.	Harrison.....	1542	18	106
4	New York Lubricating Oil Co., with Central of Georgia Ry. Co.	.....do.....	1541	18	102
2	New York Lubricating Oil Co., with Georgia R. R. Co.	.....do.....	1540	18	94
3	New York Lubricating Oil Co., with Louisville & Nashville R. R.	.....do.....	1541	18	96
80	New York Steam Co.; form of guaranteed contract.	Upham.....	7889	18	236
81	New York Steam Co., with New York Clearing House.	.....do.....	7892	18	239
61	Speare, Gregory & Co., with Atchison, Topeka & Santa Fe R. R.	Steinbrenner. / Speare.....	7445 / 7542	..... / 18	..... / 182
	Cost of lubrication:				
33	Chicago & Alton R. R.: Curved line sheet, 1892 to 1907.	Turner..... / Steinbrenner.	7059 / 7402	..... / 18	..... / 141
16	Chicago, Milwaukee & St. Paul R. R.: Freight and passenger cars, per 1,000 miles.	McKenna....	6640	18	121
49	Danville & Western Ry.: Engines and cars, and mileage.	Cowper.....	7434	18	189

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Cost of lubrication—Continued.				
66	Galena-Signal Oil Co.: Freight cars, and tons hauled 1 mile.	Steinbrenner.	7559	18	216
22	Illinois Central R. R., 1897 to 1906..	Fritch.....	6745	18	124
26	Lehigh Valley R. R.: Reduction in cost of lubrication.	Hibbits.....	6821	18	127
78	New York Central & Hudson River R. R.: Locomotives and cars, 1898 and 1907.	Deems.....	7760	18	235
	Cost of transportation:				
120	Computation, Olean to Vermont.....	.....	10681	18	341
122	From Bradford, Olean and New York Harbor to points on Rutland R. R.	Felton.....	9755	18	348
123	From Bradford, Olean and New York Harbor to points on Central Vermont R. R.	.....do.....	9763	18	351
177	Westgate freight bills, comparison with that of Standard to Vermont points.	.....do.....	10048	19	536
210	Crew-Levick Co.: Agreement with James W. Crook.	Blaustein.....	11285	19	589
210	Crook, James W.: Agreement with Crew-Levick Co.	.....do.....	11285	19	589
	Crude Oil:				
176	Shipments of, over Illinois Central R. R. from Stoy to Whiting.	.....	10036	19	535
215	Prices North and South Lima, crude.	Burton	11612	19	599
265	Production of, in United States, 1859 to 1905.	Archbold.....	12755	19	624
266	Chart, production of, comparing Standard Oil production with total in United States.	.....do.....	12761	19	626
267	Chart, comparing Standard Oil proportion with Standard Oil consumption, 1882 to 1906.	.....do.....	12762	19	626
268	Chart, production in United States compared with Standard Oil consumption, 1882 to 1906.	.....do.....	12763	19	626
284	Standard Oil Co. (California): Crude purchased in California, including own production.	Tilford.....	13224	19	683

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	Crude Oil—Continued.				
289	Net stocks of Lima crude in pipe lines, 1886 to 1907.	Dredger.....	13314	19	687
293–A	Relative prices all commodities, Lima and Pennsylvania crude oil.	.....do.....	13321	19	693
300	Chart, prices Lima crude, compared with general commodities.	Johnson.....	13360	19	700
301	Figures for defendants' Exhibit 300 ..	.....do.....	13365	19	701
302	Chart, prices Pennsylvania crude, compared with general commodities.	.....do.....	13366	19	702
303	Figures for defendants' Exhibit 302 ..	.....do.....	13366	19	703
305	Stocks of crude in United States, 1892 to 1895.	Archbold.....	13486	19	718
	Curtis, T. H.:				
71	Letter to, signed G. E. Evans.....	Curtis.....	7651	18	228
72	Letter from, to G. E. Evans.....	.....do.....	7653	18	229
	Curtis, S. T.:				
101–A	Letter to, signed C. G. Caymod.....	Squire.....	9525	18	265
101–B	Letter from, to C. G. Taplin.....	.....do.....	9525	18	265
101–C	Letter from, to C. G. Taplin.....	.....do.....	9525	18	266
101–G	Letter from, to C. G. Taplin.....	.....do.....	9525	18	266
101–H	Letter to, signed O. E. Rankin.....	.....do.....	9525	18	266
101–K	Letter from, to C. G. Taplin.....	.....do.....	9525	18	267
101–L	Letter from, to C. G. Taplin.....	.....do.....	9525	18	268
	D.				
	Danville & Western R. R.:				
48	Lubricating oil purchases, 1900.....	Cowper.....	7432	18	168
49	Mileage and cost lubricating engines and cars.	.....do.....	7434	18	169
209	Davidson, W. G.: Agreement with L. Blaustein.	Blaustein....	11280	18	588
	Detroit:				
138	Rates cf. various commodities from Chicago to Toledo and.	Felton.....	9851	18	375
141	Sales by Standard Oil in Michigan, per cent of, at	.....do.....	9855	18	376

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355-A	1901		13618	19	840
355-B	1906		13618	19	840
355-C	1907		13618	19	841
332	Devoe Manufacturing Co.: Transcript from stock books.	Archbold	13506	19	792
	Division sheets:				
173	Chicago & Eastern Illinois R. R. division sheet, with 13-cent Grand Junction tariff.	Felton	10010	19	529
179	Chicago & Eastern Illinois R. R. division sheet of 13-cent Grand Junction rate.	do	10059	19	546
198	Grand Trunk R. R. division sheet, with defendants' Exhibit 124-A.	Martin	11049	19	576
199	Do	do	11049	19	579
	E.				
	East St. Louis:				
159	Chicago, Burlington & Quincy R. R., tariff of low commodity rates to	Felton	9959	18	495
161	Comparison of rates from Chicago to, with rates from Cleveland to Cincinnati.	do	9963	18	506
162	Other low rates from Chicago to	do	9964	18	506
164	St. Louis, Peoria & Northern R. R., 6-cent Whiting-East St. Louis tariff.	do	9972	19	508
165	Illinois Central R. R., 6-cent Kankakee-East St. Louis tariff.	do	9977	19	509
181	Texas common points, rate to, per ton per mile of class differentials over East St. Louis rate.	do	10064	19	547
	Eclipse Lubricating Oil Co.:				
333	Articles of incorporation	Archbold	13507	19	793
333-A	Amendment	do	13507	19	796
310	Elizabethport Acid Works: Articles of incorporation.	do	13492	19	731
334	Empire Refining Co.: Transcript from stock books.	do	13507	19	798

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	Erie R. R.:				
119–C	State tariff, "Not to be posted"	Felton	9726	18	333
	Locomotive equipment—				
356–A	1897		13618	19	841
356–B	1905		13618	19	842
356–C	1907		13618	19	842
251	Eureka Pipe Line Co.: Map of, and Southern Pipe Line Co.	Vandergrift	12252	19	614
	Evans, G. E.:				
71	Letter to T. H. Curtis, from	Curtis	7651	18	228
72	Letter to, from Theo. H. Curtis	do	7653	18	229
	Evansville:				
222	C. E. Fulton's Tariff No. 47, 11-cent rate to (not printed).		13296		
224	Chicago & Eastern Illinois R. R.: Letter Mar. 18, 1898, quoting 6-cent rate to		13511	19	611
225	Chicago & Eastern Illinois R. R.: Letter Jan. 8, 1901, quoting 6-cent rate to		13511	19	612
226	Chicago & Eastern Illinois R. R.: Letter Jan. 10, 1901, quoting 6-cent rate to		13511	19	613
166	Evansville & Terre Haute R. R.: Chicago & Eastern Illinois R. R., division of through rate from Toledo, in comparison with rates from Whiting.	Felton	9982	19	560
	Exports:				
276	Standard Oil interests— Deliveries of illuminating oil; percentage of domestic trade and,	Archbold	12837	19	660
283	Total deliveries wax, home trade, and, 1892 to 1907,	do	13191	19	682
285	Standard Oil Co. (California): Shipments refined oil from Richmond, domestic and,	Tilford	13228	19	684
	F.				
	Felton, H. E.:				
187	Letter from, instructions to freight men, Aug. 24, 1906.	Felton	10099	19	553
188	Letter from, instructions to freight men, Feb. 3, 1905.	do	10099	19	553

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
335	Franklin Pipe Co. (Limited): Transcript from stock books.	Archbold.....	13507	19	799
	Freight Traffic Associations:				
109	Map of principal, in United States...	Felton.....	9669	18	274
110	List of, other than shown on map (*see* Central Freight Association).	.....do.....	9670	18	275
	G.				
337	Galena Farm Oil Co. (Limited): Articles of incorporation.	Archbold.....	13508	19	802
336	Galena Oil Works (Limited): Articles of incorporation.	.....do.....	13508	19	800
	Galena-Signal Oil Co.:				
	General—				
25	Large sheet, diagrams and rules for packing journals.	Hibbits.....	6817	18	126
28	Questions for discussion, Seventh Annual Convention.	Sedgwick.....	6933	18	128
29	Poster: Care of lanterns.....	Walsh.....	6980	18	135
31	Pamphlet: Suggestions for calculating weight on journal bearings.	.....do.....	6980	18	135
32	Pamphlet: Questions in examining locomotive engineers on subject of lubrication.	.....do.....	6981	18	138
44	Street railways under gallonage contracts.	Steinbrenner.	7323	18	160
43	Street railways under guaranteed contracts.	.....do.....	7321	18	158
45	Street railways under guaranteed contracts, with basis of first contract.	.....do.....	7395	18	162
62	Synopsis of contracts made with railroads.	.....do.....	7453	18	184
66	Comparative statement showing cost of lubricating freight cars and tons hauled 1 mile.	.....do.....	7559	18	216
68	Miles made per pint of valve oil used on locomotives on railroads, statements for which are in evidence, 1904–5 period.	.....do.....	7589	18	223

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Galena-Signal Oil Co.—Continued.				
	General—Continued.				
69	Miles made per pint of engine oil and other lubricants used on locomotives, statements for which are in evidence, 1904-5 period.	Steinbrenner.	7590	18	224
67	Percentage of invoice price paid by railroads for 1904–5 years, included in ten and one year statements in evidence.	.....do.....	7568	18	220
	Certificates of award—				
50	Centennial Exposition; bronze medal to Galena Oil Works (Limited).	.....do.....	7438	18	170
54	World's Columbian Exposition; bronze medal to Galena Oil Works (Limited).	.....do.....	7441	18	171
55	World's Columbian Exposition; bronze medal to Signal Oil Works (Limited).	.....do.....	7441	18	172
57	Louisiana Purchase Exposition; bronze medal to.	.....do.....	7442	18	173
59	Pan-American Exposition; gold medal to.	.....do.....	7443	18	175
	Contracts—				
40	With Philadelphia Rapid Transit Co., 1907.	.....do.....	7314	18	146
41	With Pittsburg Railways Co., 1908.	.....do.....	7320	18	150
42	With Metropolitan Street Ry. Co., Kansas City, Mo., 1898.	.....do.....	7320	18	153
61	Speare, Gregory & Co., with Atchison, Topeka & Santa Fe R. R., 1884.	.....do..... Speare.....	7445 7542	18	182
63	Galena Oil Works (Limited), with Cincinnati Southern R. R., 1891.	Steinbrenner.	7502	18	208
64	Galena Oil Works (Limited), with Cleveland, Cincinnati, Chicago & St. Louis R. R., 1891.	.....do.....	7524	18	211
65	Galena Oil Works (Limited), with Chicago, St. Paul, Minneapolis & Omaha R. R., 1884.	.....do.....	7533	18	214
60	Isthmian Canal Commission, order from.	.....do.....	7444	18	176

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena-Signal Oil Co.—Continued.				
	Medals—				
51	Centennial Exposition; bronze medal to Galena Oil Works (Limited).	Steinbrenner.	7439	18	170
52	World's Columbian Exposition; bronze medal to Galena Oil Works (Limited).	.....do.....	7440	18	170
53	World's Columbian Exposition; bronze medal to Signal Oil Works (Limited).	.....do.....	7440	18	170
56	Louisiana Purchase Exposition; bronze medal to.	.....do.....	7442	18	172
58	Pan-American Exposition; gold medal to.	.....do.....	7443	18	174
46	Panama Railroad, and Panama Canal Commission; shipments to.	.....do.....	7342	18	164
47	Panama Canal Commission, voucher for oils purchased.	.....do	7343	18	166 - 176
	(Other exhibits introduced in behalf of Galena-Signal Oil Co.)				
	Atchison, Topeka & Santa Fe R. R.—				
36	Cars, freight, owned, average weight, capacity, and size of journals.	Hodges.....	7263	18	141
37	Locomotive, passenger, and freight car mileage, 1897 and 1906.	.....do.....	7266	18	141
38	Locomotive tables, 1897 to 1907..	.....do.....	7274	18	142
39	Contract with American Brake Shoe Co., 1905.	.....do.....	7276	18	143
	Boston & Maine R. R.—				
	Locomotive equipment—				
345-A	1897.....	.....	13617	19	823
345-B	1902.....	.....	13617	19	823
345-C	1907.....	.....	13617	19	824
	Buffalo, Rochester & Pittsburg R. R.—				
	Locomotive equipment—				
346-A	1898.....	.....	13617	19	824
346-B	1902.....	.....	13617	19	825
346-C	1907.....	.....	13617	19	825

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Galena-Signal Oil Co.—Continued.				
	Central R. R. of New Jersey—				
	Locomotive equipment—				
347–A	1897		13617	19	826
347–B	1899		13617	19	826
347–C	1905		13617	19	827
347–D	1907		13617	19	827
	Chicago & Alton R. R.—				
33	Curved line sheet, cost of lubrication, 1892–1907.	Turner Steinbrenner.	7059 7402	18	141
	Locomotive equipment—				
348–A	1897		13617	19	828
348–B	1900		13617	19	828
348–C	1901		13617	19	829
348–D	1907		13617	19	829
	Chicago & Eastern Illinois R. R.—				
	Locomotive equipment—				
349–A	1897		13617	19	830
349–B	1902		13617	19	830
349–C	1907		13617	19	831
	Chicago & Northwestern R. R.—				
	Locomotive equipment—				
351–A	1897		13617	19	833
351–B	1904		13617	19	833
351–C	1907		13617	19	834
	Chicago Great Western R. R.—				
	Locomotive equipment—				
350–A	1897		13617	19	831
350–B	1903		13617	19	832
350–C	1906		13617	19	832
350–D	1907		13617	19	832
	Chicago, Milwaukee & St. Paul R. R.—				
12–B	Mileage at average guarantee for 1904 and 1907 of Pennsylvania system.	Steinbrenner.	6574	18	118

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena-Signal Oil Co.—Continued. Chicago, Milwaukee & St. Paul R. R.—Continued.				
12-D	Mileage at average guarantee for 1907 of Pennsylvania system.	Steinbrenner.	6574	18	119
13	Miles run per hot bearing under freight cars.	McKenna....	6627	18	120
14	Miles run per hot bearing under passenger cars.	.....do.....	6627	18	120
15	Locomotives, number, weight and tractive power.	.....do.....	6640	18	121
16	Cost of lubricating per 1,000 miles, freight and passenger cars, 1885–1907.	.....do.....	6640	18	121
17	Cars owned, subdivided by capacity, 1897 and 1906.	.....do.....	6647	18	121
	Chicago, Peoria & St. Louis R. R.— Locomotive equipment—				
352-A	1901.....	.....	13617	19	834
352-B	1904.....	.....	13617	19	835
352-C	1907.....	.....	13617	19	835
	Chicago, Rock Island & Pacific R. R.— Locomotive equipment—				
353-A	1897.....	.....	13617	19	836
353-B	1899.....	.....	13618	19	836
353-C	1905.....	.....	13618	19	837
353-D	1907.....	.....	13618	19	837
	Cincinnati, Hamilton & Dayton R. R.— Locomotive equipment—				
354-A	1897.....	.....	13618	19	838
354-B	1902.....	.....	13618	19	838
354-C	1905.....	.....	13618	19	839
354-D	1907.....	.....	13618	19	839
	Danville & Western R. R.—				
48	Lubricating oil purchases, 1900..	Cowper.....	7432	18	168
49	Mileage and cost of lubricating engines and cars.	.....do.....	7434	18	169

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena Signal Oil Co.—Continued.				
	Detroit, Toledo & Ironton R. R.—				
	Locomotive equipment—				
355–A	1901		13618	19	840
355–B	1906		13618	19	840
355–C	1907		13618	19	841
	Erie R. R.—				
	Locomotive equipment—				
356–A	1897		13618	19	841
356–B	1905		13618	19	842
356–C	1907		13618	19	842
	Georgia Southern & Florida R. R.—				
	Locomotive equipment—				
360–A	1897		13618	19	844
360–B	1903		13618	19	845
360–C	1907		13618	19	845
	Great Northern R. R.—				
	Locomotive equipment—				
361–A	1897		13618	19	846
361–B	1903		13618	19	846
361–C	1905		13618	19	847
361–D	1907		13618	19	847
	The Hocking Valley R. R.—				
	Locomotive equipment—				
362–A	1897		13618	19	848
362–B	1901		13618	19	848
362–C	1905		13618	19	849
362–D	1907		13618	19	849
	Illinois Central R. R.—				
18	Class and weight of locomotives, 1897 to 1906.	Fritch	6715	18	122
19	Average weight of locomotives	do	6718	18	123
20	Weight and tonnage capacity of freight cars.	do	6719	18	123
21	Increase in freight cars and in journal bearings.	do	6721	18	123
22	Cost of lubrication	do	6745	18	124

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena-Signal Oil Co.—Continued.				
	Kanawha & Michigan R. R.—				
	Locomotive equipment—				
364	1901		13618	19	851
365	1902		13618	19	851
366	1907		13619	19	852
	Lake Erie & Western R. R.—				
	Locomotive equipment—				
368-A	1901		13619	19	854
368-B	1904		13619	19	855
368-C	1906		13619	19	855
368-D	1907		13619	19	856
	Lake Shore & Michigan Southern R. R.—				
	Locomotive equipment—				
367-A	1897		13619	19	852
367-B	1900		13619	19	853
367-C	1901		13619	19	853
367-D	1907		13619	19	854
	Lehigh Valley R. R.—				
23	Record hot boxes	Hibbits	6808	18	125
24	Cost of waste	do	6814	18	125
26	Reduction in cost of lubrication	do	6821	18	127
27	Per cent increase in weight of locomotives and freight cars.	do	6828	18	127
	Louisville & Nashville R. R.—				
71	Letter to T. H. Curtis from G. E. Evans.	Curtis	7651	18	228
72	Letter to G. E. Evans from Theo. H. Curtis.	do	7653	18	229
73	Cost of waste for locomotives and cars.	do	7654	18	230
74	Hot boxes, passenger cars, locomotives.	do	7655	18	231
75	Delays to trains, mechanical department failures.	Hedgecock	7739	18	231
76	Daily train report	do	7742	18	232

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Galena-Signal Oil Co.—Continued.				
	Maine Central R. R.—				
	Locomotive equipment—				
369–A	1897		13619	19	856
369–B	1900		13619	19	857
369–C	1902		13619	19	857
369–D	1907		13619	19	858
	Michigan Central R. R.—				
	Locomotive equipment—				
370–A	1902		13619	19	858
370–B	1903		13619	19	859
370–C	1904		13619	19	859
370–D	1907		13619	19	860
	Minneapolis & St. Louis R. R.—				
	Locomotive equipment—				
371–A	1897		13619	19	860
371–B	1902		13619	19	861
371–C	1907		13619	19	861
	Minneapolis, St. Paul & Sault Ste. Marie R. R.—				
	Locomotive equipment—				
372–A	1897		13619	19	862
372–B	1901		13619	19	862
372–C	1904		13619	19	862
372–D	1907		13619	19	862
	New York Central & Hudson River R. R.—				
77	Locomotives and cars	Deems	7760	18	224
78	Cost of lubrication, locomotives and cars.	do	7760	18	225
79	Journals: passenger and freight cars.	do	7760	18	225
	Locomotive equipment—				
385–A	1898		13621	19	885
385–B	1907		13621	19	886
385–C	Freight equipment, 1898 and 1907.		13621	19	886

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena-Signal Oil Co.—Continued.				
	New York Lubricating Oil Co.—				
2	Contract with Georgia R. R.	Harrison	1540	18	94
2-A	Mileage, Georgia R. R.	do	1541	18	96
2-B	Mileage, Georgia R. R.	do	1541	18	97
3	Contract with Louisville & Nashville R. R., 1903.	do	1541	18	98
3-A	Mileage, Louisville & Nashville R. R., 1903.	do	1541	18	100
3-B	Mileage, Louisville & Nashville R. R., 1904.	do	1541	18	101
4	Contract with Central of Georgia R. R., 1905.	do	1541	18	102
4-A	Mileage, Central of Georgia R. R., 1905.	do	1542	18	105
5	Contract with Atlanta, Knoxville & Northern R. R., 1903.	do	1542	18	106
	New York, New Haven & Hartford R. R.—				
	Locomotive equipment—				
373-A	1897		13619	19	864
373-B	1903		13619	19	864
373-C	1907		13619	19	865
	New York, Ontario & Western R. R.—				
	Locomotive equipment—				
374-A	1897		13619	19	865
374-B	1898		13619	19	866
374-C	1904		13619	19	866
374-D	1907		13619	19	867
	New York Steam Co.—				
80	Contract with consumers	Upham	7889	18	236
81	Contract with New York Clearing House.	do	7892	18	238
	New York, Susquehanna & Western R. R.—				
	Locomotive equipment—				
357	1899		13618	19	843
358	1905		13618	19	843
359	1907		13618	19	844

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Galena-Signal Oil Co.—Continued. Norfolk & Western R. R.— Locomotive equipment—				
375–A	1897		13620	19	867
375–B	1903		13620	19	868
375–C	1906		13620	19	868
375–D	1907		13620	19	869
	Pennsylvania Co.— Locomotive equipment—				
377–A	1897		13620	19	871
377–B	1903		13620	19	871
377–C	1907		13620	19	872
	Pennsylvania R. R., lines east of Pittsburg and Erie— Locomotive equipment—				
378–A	1897		13620	19	872
378–B	1901		13620	19	873
378–C	1907		13620	19	873
	Pennsylvania System— Average guaranties—				
12–A	1904	Steinbrenner.	6574	18	118
12–C	1906	do.	6574	18	119
	(*See* Chicago, Milwaukee & St. Paul R. R.)				
	Pere Marquette R. R.— Locomotive equipment—				
379–A	1900		13620	19	874
379–B	1903		13620	19	874
379–C	1906		13620	19	875
379 D	1907		13620	19	875
	Philadelphia & Reading Ry.— Locomotive equipment—				
380–A	1897		13620	19	876
380–B	1899		13620	19	876
380–C	1901		13620	19	877
380–D	1902		13620	19	87

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena-Signal Oil Co.—Continued. Philadelphia & Reading Ry.—Cont'd. Locomotive equipment—Cont'd.				
380-E	1905		13620	19	878
380-F	1907		13620	19	878
	Pittsburg, Cincinnati, Chicago & St. Louis Ry.— Locomotive equipment—				
376-A	1897		13620	19	869
376-B	1903		13620	19	870
376-C	1907		13620	19	870
	Pittsburg Railways—				
70-A	Results of lubrication, 1905	Steinbrenner.	7605	18	225
70-B	Results of lubrication, 1906	do	7605	18	226
70-C	Results of lubrication, 1906	do	7605	18	228
70-D	Results of lubrication, 1907	do	7605	18	228
	Richmond, Fredericksburg & Potomac R. R.— Locomotive equipment—				
381-A	1898		13620	19	879
381-B	1903		13620	19	879
381-C	1906		13620	19	880
381-D	1907		13620	19	880
381-E	June 30, 1897, 1903, 1906, 1907		13620	19	880
	Seaboard Ail Line— Locomotive equipment—				
383-A	1900		13620	19	882
383-B	1905		13620	19	883
383-C	1907		13620	19	883
	Southern Indiana R. R.— Locomotive equipment—				
382-A	1899		13620	19	881
382-B	1904		13620	19	881
382-C	1907		13620	19	882
	Toledo & Ohio Central R. R.— Locomotive equipment—				
363-A	1901		13618	19	850
363-B	1907		13618	19	850

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Galena-Signal Oil Co.—Continued. Toledo, Peoria & Western R. R.— Locomotive equipment—				
384–A	1897		13620	19	884
384–B	1905		13620	19	884
384–C	1907		13620	19	885
200	General office statement: New York Central & Hudson River Ry., list of shippers that had	McCulloch	11058	19	582
	Georgia Southern & Florida R. R.: Locomotive equipment—				
360–A	1897		13618	19	844
360–B	1903		13618	19	845
360–C	1907		13618	19	845
2	Georgia R. R.: Contract with New York Lubricating Oil Co., 1903.	Harrison	1540	18	94
	Mileage—				
2–A	1903	do	1541	18	96
2–B	1904	do	1541	18	97
	Grace Furniture Co.:				
94	North Carolina Oil Co.: Sale to, 1907	Johnson	9392	18	253
95	Freight bill, Southern R. R.: Delivery to	do	9392	18	254
	Grand Junction:				
169–A	Illinois Central R. R. rate of 13 cents	Felton	10001	19	520
171	Map of territory available to, combination.	do	10003	19	522
	Chicago & Eastern Illinois R. R.—				
173	Division sheet, with 13-cent tariff	do	10010	19	529
174	13-cent tariff	do	10014	19	530
179	Division sheet of 13-cent rate	do	10059	19	546
	Grand Trunk R. R.:				
124–A	Petroleum oil tariff to New England	do	9767	18	353
195	Letter from Toledo division freight agent.	Martin	10734	19	572
198	Division sheets with Exhibit 124–A	do	11049	19	578
199	Do	do	11049	19	579

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Great Northern R. R.: Locomotive equipment—				
361-A	1897		13618	19	846
361-B	1903		13618	19	846
361-C	1905		13618	19	847
361-D	1907		13618	19	847
196	Grosclose: Kansas rates: Memorandum to Leland from	Leland	10829	19	572
	Gulf Refining Co.:				
112-A to 112-C	Boston & Maine R. R. tariff issued to, as shipper.	Felton	9688	18	278
219	Gulf Pipe Line: Tariff No. 1	Litchfield	11738	18	600
	H.				
99	Harper Furniture Co.: Wm. C. Robinson & Son Co., sale to	Johnson	9394	18	259
96	Hickory Furniture Co.: Red "C" Oil Co., sale to	do	9392	18	256
89	Hisgen Brothers: Letter from, re Congress.	Roberts	8198	18	244
	Historical:				
271	Companies in which Standard Oil Co. is now interested.	Archbold	12823	19	633
272	Companies not covered by defendants' exhibits 271 and 282, in which trustees of Standard Oil trust were interested.	do	12833	19	644
273	Companies not covered by defendants exhibits 271, 272, and 282, in which Standard Oil Co. has heretofore been interested.	do	12834	19	650
282	Companies named in trust agreement.	do	13172	19	673
	Hocking Valley R. R.: Locomotive equipment—				
362-A	1897		13618	19	848
362-B	1901		13618	19	848
362-C	1905		13618	19	849
362-D	1907		13618	19	849

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Hot boxes:				
	Chicago, Milwaukee & St. Paul R. R.—				
13	Miles run per hot bearing under freight cars.	McKenna....	6627	18	120
14	Miles run per hot bearing under passenger cars.	.....do.....	6627	18	120
23	Lehigh Valley R. R. Record of hot bearings.	Hibbits.....	6808	18	125
	Louisville & Nashville R. R.—				
74	Hot boxes.....	Curtis.....	7655	18	231
75	Delays, account mechanical department failures.	Hedgecock...	7739	18	231
	Hyannis:				
82	Standard Oil Co., New York, sales and deliveries in vicinity of	McMillan....	7984	18	240
	I.				
	Illinois:				
143	Shipments from Whiting and eastern Standard Oil refineries to points in	Felton.....	9873	18	380
201	Map of oil field.....	Towl.....	11089	19	582
	Illinois Central R. R.:				
18	Class and weight locomotives purchased, 1897 to 1906.	Fritch.....	6715	18	122
19	Average weight locomotives.....	.....do.....	6718	18	123
20	Weight, tonnage capacity, all freight cars, 1897 and 1906.	.....do.....	6719	18	123
21	Increase, freight cars and journals, 1897 and 1906.	.....do.....	6721	18	123
22	Cost of lubrication, 1897–1906.....	.....do.....	6745	18	124
	Application sheet—				
160	Oct. 28, 1901.....	Felton.....	9961	18	496
160–A	May 17, 1902.....	.....do.....	9961	18	500
160–B	Oct. 15, 1903.....	.....do.....	9962	18	502
160–C	Nov. 25, 1906.....	.....do.....	9962	18	504
165	6-cent Kankakee–East St. Louis tariff.	.....do.....	9977	19	509
169–A	Grand Junction rate of 13 cents.....	.....do.....	10001	19	520
176	Shipments of crude oil, Stoy to Whiting.	.....	10036	19	535

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
312	Imperial Refining Co.: Articles of incorporation.	Archbold.....	13496	19	735
	Independent Oil Co.: Tank wagon ticket—				
207-A	Mar. 29, 1901.....	Barker.....	11164	19	585
207-C	Apr. 30, 1901.....	.....do.....	11165	19	586
143	Indiana: Comparison of rates from Whiting and eastern Standard Oil refineries to points in	Felton.....	9873	18	380
92	Indictment: Order nolle prossing.....	Collings.....	8387	18	252
220	Interior Department: Regulations in regard to pipe lines on Indian lands.	Barnes.....	11788	19	602
286	Interstate: Standard Oil Co. (California) sales.	Tilford.....	13230	19	684
119-D	Pennsylvania R. R. tariff, not to be posted.	Felton.....	9726	18	338
	Interstate Commerce Commission:				
115	Circular 4-A.....	Felton.....	9700	18	310
124-A	Grand Trunk petroleum tariff, A-944.	.....do.....	9767	18	352
158-A	Chicago, Burlington & Quincy, 4234..	.....do.....	9959	18	486
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191	Chicago, Milwaukee & St. Paul R. R.— Letter from auditor of.....	Pierpont.....	10641	19	560
192	Letter in reply to 191, vol. 15, p. 2122.	.....do.....	10641	.....	.....
193	Opinion as to manner of making joint tariffs.	Eyman.....	10680	19	561
214	Amendment to Tariff No. 24, Chicago and St. Louis Traffic Association.	.....	11581	19	596
252	Southwestern Tariff Committee, Tariff 3-Q.	.....	13297	19	615

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286	Intrastate: Standard Oil Co. (California), proportion of sales.	Tilford.....	13230	19	684
60	Isthmian Canal Commission: Order from Galena-Signal Oil Co.	Steinbrenner.	7444	18	176
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197	Kallman, W. S.: Letter to, from Nathan Anspath.	Kallman....	10952	19	574
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366	1907.....	.....	13619	19	852
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196	Kansas: Memorandum, Groseclose to Leland regarding rates.	Leland	10829	19	572
	Keystone Refining Co.:				
326–A	Articles of incorporation.....	Archbold.....	13504	19	770
326	Transcript from stock books.....	.....do.....	13504	19	769

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368-B	1904		13619	19	855
368-C	1906		13619	19	855
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367-A	1897		13619	19	852
367-B	1900		13619	19	853
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367-D	1907		13619	19	854
	Lehigh Valley R. R.:				
25	Hot bearings	Hibbits	6808	18	125
24	Cost of waste	do	6814	18	125
26	Reduction in cost of lubrication	do	6821	18	127
27	Increase in weight of locomotives and freight cars.	do	6828	18	127
119-B	State tariff "not to be posted"	Felton	9726	18	328
196	Leland: Memorandum from Grosclose, Kansas rates.	Leland	10829	19	572
	Lima:				
140	Rates from, to points in Michigan	Felton	9853	18	376
142	Comparison of rates per ton per mile from, to points in C. F. A. territory.		10831	18	378
144	Comparison of rates shown in petition, pages 158 to 161, with like information from		10832	18	388
215	Prices So. Lima 1886, 1887 and 1890–1897; and No. Lima various years.	Burton	11612	19	599
289	Stocks of Lima crude in pipe lines	Dredger	13314	19	687
293-A	Relative prices commodities, and Lima crude.	do	13321	19	693
300	Relative prices commodities, and Lima crude, chart.	Johnson	13360	19	700
301	Figures for Exhibit 300	do	13365	19	701

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	Locomotive equipment. (*See* Galena Signal Oil Co. and respective railways.)				
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56	Bronze medal awarded to Galena-Signal Oil Co.	Steinbrenner	7442	18	172
57	Certificate of award, bronze medal to Galena-Signal Oil Co.	.....do.....	7442	18	173
143	Louisville: Comparison of shipments from Whiting and eastern Standard Oil refineries to	Felton.....	9873	18	380
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3	Mileage, 1903.....	Harrison.....	1541	18	100
3–A	Contract with, 1903.....	.....do.....	1541	18	98
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71	From G. E. Evans.....	Curtis.....	7651	18	228
72	To G. E. Evans.....	.....do.....	7653	18	229
73	Cost of waste.....	.....do.....	7654	18	230
74	Hot boxes.....	.....do.....	7655	18	231
75	Delays to trains, mechanical department failures.	Hedgecock...	7739	18	231
76	Daily train report.....	.....do.....	7742	18	232
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	Maine Central R. R.:				
127	Correction of rates to points on.....	Felton.....	9803	18	364
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369–B	1900.....	.....	13619	19	857
369–C	1902.....	.....	13619	19	857
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10	Picture oil peddlers.....	Garvin.....	6134	18	115
11	National Refining Co.: Letter regarding quality of oils.	Gamerl.....	6222	18	116
82	Standard Oil Co.: Sales and deliveries at Hyannis and vicinity.	McMillan....	7984	18	240
83	Oil can.....	Akin.....	8031	.....	.....
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85	Standard Oil Co. prices at various points compared with Pet. Ex. 650.	Drake	8062	18	242
86	Tiona Oil Co.: Letter, order for oils	do	8072	18	243
87	Letter to P. M. Watt from Geo. Tuthill.	Tuthill	8101	18	243
89	Hisgen Brothers: Letter, Congress	Roberts	8198	18	244
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90	Care of lamps	Collings	8380	18	245
91	do	do	8380	18	251
92½	Peoples' Oil Co.: Sudie P. Wilson, sale to Standard Oil Co.	do	9351	18	253
94	North Carolina Oil Co.: Sale to Grace Furniture Co.	Johnson	9392	18	253
95	Southern Ry. Co.: Delivery to Grace Furniture Co.	do	9392	18	254
96	Red "C" Oil Co.:				
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97	Sale to Piedmont Buggy Co	do	9392	18	258
98	Standard Oil Co.: Order for barrel gasoline.	do	9394	18	258
99	Wm. C. Robinson & Son Co.: Sale to Harper Furniture Co.	do	9394	18	259
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100–A	Dec. 28, 1904	Mills	9459	18	260
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100–C	Standard Oil Co.: Tank wagon ticket, Jan. 3, 1905.	do	9459	18	262
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100–D	Jan. 4, 1905	do	9459	18	263
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101–A to M	Standard Oil Co., Ohio, letters re reduction in price by competitors.	Squire	9525	18	265
102	Letter to C. G. Taplin from F. B. Squire, Sept. 27, 1904.	Squire	9548	18	269
207–A	Independent Oil Co.: Tank wagon ticket, Mar. 29, 1901.	Barker	11164	19	585
207–B	Standard Oil Co.: Tank wagon ticket, Mar. 18, 1901.	do	11164	19	588

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	Marketing methods (numerical order)—Continued.				
207-C	Independent Oil Co.: Tank wagon ticket, Apr. 30, 1901.	Barker	11165	19	586
207-D	Standard Oil Co.: Tank wagon ticket, May 16, 1901.	do	11165	19	587
209	Agreement between L. Blaustein and W. G. Davidson.	Blaustein	11280	19	588
210	Agreement between Crew-Levick and James W. Crook.	do	11285	19	589
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212-A	Detailed tank wagon report	Parsells	11557	19	590
212-B	Do	do	11557	19	591
213-A to 213-H	Letters to A. L. Jones, jr	Robinson	11565	19	591
	Chart—				
263	Stations of Standard Oil interests, 1888.	Archbold	12753	19	623
264	Stations of Standard Oil interests, 1906.	do	12753	19	623
278	Marketing stations S. O. interests, 1908	do	12843	19	664
288	Continental Oil Co.: Stations abandoned.	Tilford	13242	19	687
327	Maverick Oil Co.: Articles of incorporation.	Archbold	13505	19	773
	Medals. (*See* Galena-Signal Oil Co.)				
396	Messner, L. T.: Letter to R. W. Munn from.	Messner	13684	19	895
42	Metropolitan Street Ry. Co., Kansas City: Contract with Galena-Signal Oil Co., 1908.	Steinbrenner.	7320	18	153
	Michigan:				
139	Shipments from Whiting and other refineries into	Felton	9852	18	376
140	Rates from Toledo and Lima to points in	do	9853	18	376
141	Sales by Standard Oil interests in, at Detroit.	do	9855	18	376
143	Comparison of shipments from Whiting and eastern Standard Oil refineries to points in	do	9873	18	380

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	Michigan Central R. R.: Locomotive equipment—				
370–A	1902		13619	19	858
370–B	1903		13619	19	859
370–C	1904		13619	19	859
370–D	1907		13619	19	860
	Mileage:				
175	Corrections of, shown in petitioner's Exhibit 586. (*See* Galena-Signal Oil Co. for other mileage exhibits.)	Felton	10034	19	532
163	Milwaukee: Rates from Chicago to	do	9966	19	507
	Minneapolis & St. Louis R. R.: Locomotive equipment—				
371–A	1897		13619	19	860
371–B	1902		13619	19	861
371–C	1907		13619	19	861
	Minneapolis, St. Paul & Sault Ste. Marie R. R.: Locomotive equipment—				
372–A	1897		13619	19	862
372–B	1901		13619	19	862
372–C	1904		13619	19	863
372–D	1907		13619	19	863
185	Mississippi Valley: Map of principal railroads in	Felton	10093	19	550
190–A	Missouri Pacific and Iron Mountain R. R.: Tariff rates to Louisiana.			19	558
340	Model Refining Co.: Transcript from stock books.	Archbold	13509	19	815
304	Money: Chart, changes in purchasing power of	Johnson	13377	19	704
92½	Morris, Capt. P. S.: Letter to, from Sudie P. Wilson, Peoples Oil Co.	Collings	9351	18	253
396	Munn, R. W.: Letter to, from L. T. Messner.	Messner	13684	19	895
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	Naphtha:				
287–A	Standard Oil Co. (California): Sales, 1906.	Tilford	13231	19	686

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291	Standard Oil interests— Sales finished naphtha, 1895 to 1906.	Dredger.....	13320	19	688
292-A	Total sales in United States with net earnings, 1895.	.....do.....	13321	19	689
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292-C	Total sales in United States with net earnings, 1897.	.....do.....	13321	19	691
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293-C	Prices of, in domestic trade, based on petitioner's Exhibits 629 and 384.	.....do.....	13323	19	694
293-E	Prices of, in domestic trade, 1895 to 1906.	.....do.....	13327	19	695
124-B	National Despatch: Great Eastern Line, Billing book.	Felton.....	9769	18	354
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7	Circular letter, Mar. 2, 1908, on prorating.	Willock.....	5051	18	112
104	Letter-head, giving list of members...	Squire.....	9626	18	271
11	National Refining Co.: Circular letter regarding quality of oils.	Gamerl	6222	18	116
328	National Transit Co.: Transcript from stock books.	Archbold.....	13505	19	774
	New England:				
121	Prorate, list of places and limitations thereon.	Felton.....	9742	18	341
121-A	Prorate, statement of restrictions.....	.....do.....	9747	18	346
124-A	Grand Trunk Petroleum tariff, I. C. C. A-944 to	.....do.....	9767	18	352
186	Map of, actually open to prorate.....	.....do.....	10093	19	550
	New York Central & Hudson River R. R.:				
77	Locomotives and cars.....	Deems.....	7760	18	234
78	Cost of lubrication.....	.....do.....	7760	18	235
79	Size journals, cars.....	.....do.....	7760	18	235

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	New York Central & Hudson River R. R.—Continued.				
114–B	Percentage sheet, 1904, Pennsylvania R. R.	Felton	9696	18	306
200	General office statement, list of shippers	McCulloch	11058	19	582
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385–A	1898		13621	19	885
385–B	1907		13621	19	886
385–C	Freight equipment, 1898 and 1907		13621	19	886
81	New York Clearing House: Contract with New York Steam Co.	Upham	7892	18	238
	New York Harbor:				
122	Cost of transportation to points on	Felton	9755	18	348
122–A	Map showing, to Burlington, water route.			18	349
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	Mileage, Georgia R. R.—				
2–A	1903	do	1541	18	96
2–B	1904	do	1541	18	97
3	Contract with Louisville & Nashville R. R., 1903.	do	1541	18	98
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3–A	1903	do	1541	18	100
3–B	1904	do	1541	18	101
4	Contract with Central of Georgia R. R., 1905.	do	1541	18	102
4–A	Mileage, Central of Georgia R. R., 1905.	do	1542	18	105
5	Contract with Atlanta, Knoxville & Northern R. R., 1903.	do	1542	18	106
	New York, New Haven & Hartford R. R.:				
129	Correction of rates to points on	Felton	9808	18	366
	Locomotive equipment—				
373–A	1897		13619	19	864
373–B	1903		13619	19	864
373–C	1907		13619	19	865

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374-A	1897		13619	19	865
374-B	1898		13619	19	866
374-C	1904		13619	19	866
374-D	1907		13619	19	867
	New York Steam Co.:				
80	Form of guaranteed contract with consumers.	Upham	7889	18	236
81	Contract with New York Clearing House.	do	7892	18	238
	New York, Susquehanna & Western R. R.: Locomotive equipment—				
357	1899		13618	19	843
358	1905		13618	19	843
359	1907		13618	19	844
	Norfolk and Western R. R.: Locomotive equipment—				
375-A	1897		13620	19	867
375-B	1903		13620	19	868
375-C	1906		13620	19	868
375-D	1907		13620	19	869
94	North Carolina Oil Co.: Sales to Grace Furniture Co.	Johnson	9392	18	253
215	North Lima Oil: Prices for various years.	Burton	11612	19	599
125	Norwood: Rates per ton per mile from various independent shipping points, with rate, Rochester to	Felton	9777	18	362
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119-A	Pennsylvania R. R. State tariff	do	9723	18	312
119-B	Lehigh Valley R. R. State tariff	do	9726	18	328
119-C	Erie R. R. State tariff	do	9726	18	333
119-D	Pennsylvania R. R. interstate	do	9726	18	338
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279	Officers and directors of the 20 companies in existence in 1892, excepting Northwestern Ohio Natural Gas Co.	Archbold	12849	19	666

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143	Ohio: Comparison of shipments from Whiting and from eastern Standard Oil refineries to points in	Felton.....	9873	18	380
	Ohio River:				
132	Gateways, rates to, from Chicago and eastern refining points.	.....do.....	9824	18	370
134	Map, Central Freight Association territory with distances to, crossings.	.....do.....	9830	18	372
135	Rates in Central Freight Association; effect thereon of, rate.	.....do.....	9833	18	373
136	Rates from Rochester and various competitive points to, crossings.	.....do.....	9838	18	374
137	Authorization of, tariffs as standard of rates in Central Freight Association territory.	.....do.....	9840	18	374
83	Oil can.....	Akin.....	8031	.....	.....
84	.....do.....	.....do.....	8031	.....	.....
128	Oil City: Further correction of rates from..	Felton.....	9805	18	365
	Olean:				
117	Shipments to Rochester and beyond, from	.....do.....	9711	18	311
120	Cost of transportation from, to Vermont.	.....	10681	19	341
122	Cost of transportation to points in Vermont on Rutland R. R. from.	Felton.....	9755	18	348
123	Cost of transportation to Central Vermont points from	.....do.....	9763	18	351
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	Pacific Coast:				
183	Shipments to, carloads.....	Felton.....	10081	19	548
184	Commodities other than oil, no through rate to.	.....do.....	10085	19	549
	Paine, Ablett & Co.:				
314-A	Articles of incorporation.....	Archbold.....	13497	19	743
314	Transcript from stock books.....	.....do.....	13497	19	742
	Panama Canal Commission:				
	Galena-Signal—				
46	Shipments to.....	Steinbrenner.	7342	18	164
47	Voucher for oils.....	.....do.....	7343	18	166

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147	Parkersburg: Comparison of rates from Marietta and	Felton.....	9912	18	397
10	Peddlers: Picture of.....	Garvin.....	6134	18	115
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	Pennsylvania Co.:				
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377-A	1897.....	.....	13620	19	871
377-B	1903.....	.....	13620	19	871
377-C	1907.....	.....	13620	19	872
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6	Percentage sheet No. 39.....	Schindler....	3567	18	108
114-B	Percentage sheet of 1904, with New York Central & Hudson River R. R.	Felton.....	9696	18	306
119-A	State tariff, "Not to be posted".....	.....do.....	9723	18	312
119-D	Interstate tariff "Not to be posted"...	.....do.....	9726	18	338
	Pennsylvania R. R., lines east of Pittsburg and Erie.				
	Locomotive equipment—				
378-A	1897	.....	13620	19	872
378-B	1901	.....	13620	19	873
378-C	1907	.....	13620	19	873
	Pennsylvania System:				
12-A	Galena-Signal guaranties, 1904	Steinbrenner	6574	18	118
12-B	Chicago, Milwaukee & St. Paul R. R., at mileage guarantee, 1904 and 1907, of	.....do.....	6574	18	118
12-C	Average guaranties, 1906.....	.....do.....	6574	18	119
12-D	Chicago, Milwaukee & St. Paul R. R., at mileage guarantee, 1907, of	.....do.....	6574	18	119
92½	Peoples Oil Co.: Letter to Morris, from S. P. Wilson.	Collings.....	9351	18	253
	Percentage sheets:				
6	Pennsylvania R. R., No. 39.	Schindler....	3567	18	108
114-A	Western New York & Pennsylvania R. R. and R. W. & O., 1892.	Felton.....	9694	18	304

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114–B	Pennsylvania Railroad and New York Central & Hudson River R. R., 1904.	Felton.....	9696	18	306
	Pere Marquette R. R.: Locomotive equipment—				
379–A	1900.....	.....	13620	19	874
379–B	1903.....	.....	13620	19	874
379–C	1906.....	.....	13620	19	875
379–D	1907.....	.....	13620	19	875
	Per ton per mile (*see* Galena-Signal Oil Co.).				
181	Texas common points, rate to.....	Felton.....	10064	19	547
182	Rates less, for shorter than for longer haul.	.....do.....	10065	19	548
	Petitioner's exhibits:				
85	Prices at various points compared with, No. 650, Standard Oil Co., New York.	Drake.....	8062	18	242
127	Correction of rates, Maine Central, Exhibit 622.	Felton.....	9803	18	364
128	Further correction rates from Oil City, No. 622.	.....do.....	9805	18	365
	Corrections of rates:				
129	New Haven R. R. points, No. 623.	.....do.....	9808	18	366
130	Central Vermont Ry., No. 624....	.....do.....	9809	18	367
131	Boston & Maine R. R., No. 621..	.....do.....	9820	18	368
131–A	Rutland R. R., No. 625.....	.....do.....	9919	18	369
146	Southern points, No. 586.....	.....do.....	9911	18	394
175	Correction of mileage, No. 586.....	.....do.....	10034	19	532
144	Petition: Comparison of rates in, with like information from Lima (pages 158 to 161).	.....	10832	18	388
	Philadelphia & Reading R. R.: Locomotive equipment—				
380–A	1897.....	.....	13620	19	876
380–B	1899.....	.....	13620	19	876
380–C	1901.....	.....	13620	19	877
380–D	1902.....	.....	13620	19	877

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380-F	1907		13620	19	878
40	Philadelphia Rapid Transit Co.: Contract with Galena-Signal, 1907.	Steinbrenner.	7314	18	146
97	Piedmont Buggy Co.: Red "C" Oil Co.: Sale to	Johnson	9393	18	258
	Pipe lines:				
219	Gulf Pipe Line Co.: Tariff No. 1	Litchfield	11738	19	600
220	Interior Department: Regulations	Barnes	11788	19	602
221	Texas Co.: Tariff No. 1	do	11814	19	608
227 to 250	Blueprints (not reproduced)		12167 12203	19	613
251	Map: Eureka and Southern pipe lines.	Vandergrift	12252	19	614
253 to 255-B	Pipe line tests	Schoder	12354 12356	19	616
258 to 260	Maps: Extent and location of, 1869, 1874, and 1877. (Not reproduced.)	Archbold	12730	19	621
261	Mileage of, 1882, 1899, and 1908, S. O. interests.	do	12732	19	621
262	Chart of Exhibit 261	do	12734	19	622
289	Stocks, crude oil, in	do	13314	19	687
	Pittsburg, Cincinnati, Chicago & St. Louis R. R.:				
376-A	Locomotive equipment— 1897		13620	19	869
376-B	1903		13620	19	870
376-C	1907		13620	19	870
41	Pittsburg Railways Co.: Contract with Galena-Signal, 1908	Steinbrenner.	7320	18	151
70-A	Results of lubrication— 1905	do	7605	18	225
70-B	1906	do	7605	18	226

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Pittsburg Railways Co.—Continued. Results of lubrication—Continued.				
70–C	1906	Steinbrenner.	7605	18	228
70–D	1907	do	7605	18	228
313	Pratt & Co., Charles, transcript from stock books.	Archbold	13496	19	742
	Prices. (*See* Galena-Signal Oil Co.; Crude oil; Commodities; Naphtha; Refined oil.)				
	Production. (*See* Crude oil.)				
	Profits. (*See* Naphtha; Refined oil.)				
	Prorate: New England—				
121	List of places and limitations thereon.	Felton	9742	18	341
121–A	Restrictions	do	9747	18	346
186	Map, territory open to	do	10093	19	550
7	National Petroleum Association: Circular letter on	Willock	5051	18	112
	(*See* Pacific coast.)				
329	Producers Consolidated Land and Petroleum Co.: Transcript from stock books.	Archbold	13505	19	774
	Q.				
11	Quality of oils (*see* Galena-Signal): National Refining Co., circular on	Gamerl	6222	18	116
	R.				
	Red "C" Oil Co.:				
96	Sales to Hickory Furniture Co	Johnson	9392	18	256
97	Sales to Piedmont Buggy Co	do	9393	18	258
101–H	Rankin, O. E.: Letter to S. T. Curtis, from.	Squire	9525	18	266
	Rates, numerical. (*See* respective points for alphabetical arrangement.)				
125	Rochester to Norwood, per ton per mile.	Felton	9777	18	382
126	Wellsville and Bradford	do	9781	18	383
127	Maine Central points	do	9803	18	384

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Rates, numerical. (*See* respective points for alphabetical arrangement)—Continued. Correction of—				
128	Oil City	Felton	9805	18	365
129	New Haven R. R.	do	9808	18	366
130	Central Vermont R. R.	do	9809	18	367
131	Boston & Maine	do	9820	18	368
131-A	Rutland R. R.	do	9919	18	369
132	Ohio River gateways, from Chicago and Eastern refining points.	do	9824	18	370
133	Whiting, Cincinnati, Toledo	do	9829	18	371
135	Central Freight Association: Ohio River rate.	do	9833	18	373
136	Rochester to Ohio River crossings	do	9838	18	374
137	Authorization Ohio River, in C. F. A.	do	9840	18	374
138	Commodities: Chicago, Detroit, Toledo.	do	9851	18	375
140	Toledo, Lima, to Michigan	do	9853	18	376
142	Toledo, Lima, Whiting, Cleveland to C. F. A.	do	10831	18	378
144	Comparison, petition, with rate from Lima.		10832	18	388
146	Correction of, southern points	Felton	9911	18	394
147	Comparison, from Parkersburg, Marietta.	do	9912	18	397
148	Comparison, sixth class, Toledo, C. F. A.	do	9917	18	398
159	Low commodity, to E. St. Louis	do	9959	18	495
161	Comparison, Chicago-East St. Louis, Cleveland-Cincinnati.	do	9963	18	506
162	Other low, Chicago-E. St. Louis	do	9964	18	506
163	Chicago to Milwaukee	do	9966	19	507
169-A	Illinois Central R. R. Grand Junction.	do	10001	19	520
178	Westgate, analysis of	do	10053	19	540
179	Chicago & Eastern Illinois R. R. Division, Grand Junction.	do	10059	19	546

Exhibit No.	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Pages.
	Rates, numerical. (*See* respective points for alphabetical arrangement)—Continued.				
	Texas common points—				
180	From C. F. A.	Felton	10062	19	547
181	Over E. St. Louis	do	10064	19	547
182	Less per ton for shorter than longer haul.	do	10065	19	548
184	Pacific coast; no through, other than oil.	do	10085	19	549
189–A to 189–M	Alexandria, correspondence	Finlay	10312	19	552
190–A	Missouri Pacific, to Louisiana			19	558
195	Grand Trunk: Letter for, named A–944.	Martin	10734	19	572
202 to 206	Central Vermont, rate advices	Ferguson	11099 11102	19	583
222	Fulton's tariff No. 47, Evansville (not printed).		13296	19	610
	Chicago & Eastern Illinois R. R.—				
224	6 cent Evansville		13511	19	611
225	do		13511	19	612
226	do		13511	19	613
	Rates per ton per mile:				
125	From Rochester to Norwood	Felton	9777	18	362
181	Texas common points, over E. St. Louis.	do	10064	19	547
	Refined oil:				
	Standard Oil interests—				
276	Deliveries of, export and domestic.	Archbold	12837	19	660
285	Shipments of, from Richmond, export and domestic.	Tilford	13228	19	684
287	Sales, Standard Oil Co. (California), 1906.	do	13231	19	685
290	W. W. merging 1906	Dredger	13315	19	688
	Total sales United States—				
292–A	Net earnings, 1895	Dredger	13321	19	689
292–B	Net earnings, 1896	do	13321	19	690

Exhibit No.—	Description of exhibits.	Witness.	Page ogriginal record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Refined oil—Continued.				
	Standard Oil interests—Continued.				
	Total sales United States—Cont'd.				
292-C	Net earnings, 1897.....	Dredger.....	13321	19	691
292-D	Net earnings, 1898.....	.....do.....	13321	19	692
293-B	Prices received, domestic trade based on Pet. Exs. 628 and 379.	.....do.....	13321	19	693
293-D	Prices, domestic trade, 1895 to 1906.	.....do.....	13326	19	694
298	Water white prices, chart.....	Johnson.....	13360	19	698
299	Figures for Defendants' Ex. 298.. (*See* "Commodities" for other refined oil exhibits.)	.....do.....	13360	19	699
305	Shipments Russian illuminating oil from Baku, 1880 to 1893; stocks of crude in U. S., 1892 to 1895.	Archbold....	13486	19	718
	Refineries:				
103	Competitors of Standard Oil interests selling in Ohio.	Squire.....	9624	18	270
104	National Petroleum Association members.	.....do.....	9626	18	271
	Shipments—				
139	Whiting and other Standard Oil refineries into Michigan.	Felton.....	9852	18	376
143	Whiting, and eastern refineries, to points in Ohio, Indiana, Michigan, Illinois, Louisville, Ky.	.....do.....	9873	18	380
170	Whiting, etc., to the South.....	.....do.....	10002	19	521
172	Whiting, etc., to points in Exhibit 171.	.....do.....	10005	19	523
183	Carloads, to Pacific coast, from eastern refineries.	.....do.....	10081	19	548
269	Owned by Standard Oil interests, 1906.	Archbold....	12770	19	627
277	List, in United States in competition with Standard Oil.	.....do.....	12842	19	662
220	Regulations: Interior Department; Indian lands.	Barnes.....	11788	19	602

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Results of lubrication: Pittsburg railways—				
70–A	1905	Steinbrenner.	7605	18	225
70–B	June, 1906	....do....	7605	18	226
70–C	December, 1906	....do....	7605	18	228
70–D	1907	....do....	7605	18	228
	Richmond, Fredericksburg & Potomac R. R.: Locomotive equipment—				
381–A	1897	....	13620	19	879
381–B	1903	....	13620	19	879
381–C	1906	....	13620	19	880
381–D	1907	....	13620	19	880
381–E	June 30, 1897, June 30, 1903, 1906, and 1907.	....	13620	19	880
211	Richmond, L.: Note to Mr. Blaustein from.	Blaustein....	11331	18	590
99	Robinson & Son Co.: Sale to Harper Furniture Co.	Johnson.....	9394	18	259
213–B	Roff, Henry: Letter to J. M. Walker from.	Robinson....	11565	19	592
	Rochester:				
117	Shipments to and beyond, from Olean.	Felton	9711	18	311
125	Rates per ton per mile, various points, with rate Rochester to Norwood.	....do.....	9777	18	362
136	Rochester and other points to Ohio River crossings.	....do.....	9838	18	374
114–A	Rome, Watertown & Ogdensburg R. R.: Western New York & Pennsylvania R. R., percentage sheet, 1892.	....do.....	9694	18	304
305	Russian: Shipments illuminating oil from Baku.	Archbold....	13486	19	713
	Rutland R. R.:				
122	Cost of transportation to points on, from Bradford, Olean, and New York Harbor.	Felton.....	9755	18	348
131–A	Correction, rates to points on, Petitioner's Exhibit 625.	....do.....	9919	18	369

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164	St. Louis, Peoria & Northern R. R.: 6-cent Whiting-East St. Louis tariff.	Felton.....	9972	19	508
	Seaboard Air Line: Locomotive equipment—				
383-A	1900.....	.....	13620	19	882
383-B	1905.....	.....	13620	19	883
383-C	1907.....	.....	13620	19	883
101-M	Sencabaugh, S. T.: Letter to H. A. Anderson from	Squire.....	9525	18	268
	Signal Oil Works (Limited):				
330-A	Articles of incorporation.....	Archbold.....	13506	19	776
33-B	Amendments.....	.....do.....	13506	19	780
330	Transcript from stock books.....	.....do.....	13506	19	775
	Medal. (*See* Galena-Signal.)				
316	Smith's Ferry Oil Transportation Co.: Transcript from stock books.	.....do.....	13499	19	747
317	Sone & Fleming Manufacturing Co.: Transcript of stock books.	.....do.....	13499	19	747
	Southern Indiana R. R.: Locomotive equipment—				
382-A	1899.....	.....	13620	19	881
382-B	1904.....	.....	13620	19	881
382-C	1907.....	.....	13620	19	882
251	Southern Pipe Line Co.: Map of.....	Vandergrift..	12252	19	614
146	Southern points: Correction of rates to, Petitioner's Exhibit 586.	Felton.....	9911	18	394
95	Southern Railway Co.: Delivery to Grace Furniture Co.	Johnson.....	9392	18	254
	South Lima oil. (*See* Crude oil.)				
252	Southwestern Tariff Committee: Tariff 3-Q, I. C. C., 349.	.....	13297	19	615
61	Speare, Gregory & Co.: Contract with Atchison, Topeka & Santa Fe, 1884.	Steinbrenner. / Speare.....	7445 / 7542	18	182
102	Squire, F. B.: Letter to C. G. Taplin, from.	Squire.....	9548	18	269

Exhibit No.	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Standard Oil Co. (New Jersey):				
1	Stockholders, Aug. 19, 1907	Tilford	348	18	1
271	Companies in which now interested	Archbold	12823	19	633
280	Physical property as of 1906	do	12854	19	671
388	Stock issued for shares of 20 companies		13622	19	894
	(*Note.*—Various Standard Oil interests exhibits will be found under respective subjects.)				
	Standard Oil Co. (Ohio):				
386	Transcript stock ledger opened March, 1875.		13622	19	887
387	Articles of incorporation and amendments.		13622	19	890
315	Standard Oil Co. (Pittsburg): Transcript from stock books.	Archbold	13498	19	747
	Standard Oil Trust:				
257	Agreement of 1879: Vilas, Keith & Chester.	Rockefeller	12480	19	618
270	Receipt J. A. Bostwick, treasurer, for holdings Vilas, Keith & Chester.	Archbold	12822	19	628
272	History, companies in which trustees were interested.	do	12833	19	644
279	Officers and directors of 20 companies in existence in 1892.	do	12849	19	666
282	History, companies named in trust agreement.	do	13172	19	673
388	Shares of Standard Oil Co. (New Jersey) issued for stock of 20 subsidiary companies.		13622	19	894
	Stations:				
263	Chart, Standard Oil interests—In 1888	Archbold	12753	19	623
264	In 1906	do	12753	19	623
278	Marketing stations operated, 1908	do	12843	19	664
288	Abandoned, Continental field	Tilford	13242	19	687
	Stock (transcripts):				
306	Acme Oil Co., New York	Archbold	13489	19	719
311	Atlantic Refining Co	do	13495	19	734

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Stock (transcripts)—Continued.				
319	Baltimore United Oil Co.	Archbold	13501	19	752
321	Bush & Denslow Manufacturing Co.	do	13502	19	757
322	Central Refining Co. (Pittsburg)	do	13502	19	757
323	Chesebrough Manufacturing Co.	do	13503	19	757
324	Chess-Carley Co.	do	13503	19	759
325	Consolidated Tank Line Co.	do	13503	19	763
332	Devoe Manufacturing Co.	do	13506	19	792
334	Empire Refining Co.	do	13507	19	798
335	Franklin Pipe Co. (Limited)	do	13507	19	799
326	Keystone Refining Co	do	13504	19	769
342	Long Island Refining Co.	do	13509	19	821
340	Model Refining Co., Pittsburg	do	13509	19	815
328	National Transit Co.	do	13505	19	774
314	Paine, Ablett & Co.	do	13497	19	742
313	Pratt & Co., Charles	do	13496	19	742
329	Producers Consolidated Land and Petroleum Co.	do	13505	19	774
330	Signal Oil Works (Limited)	do	13506	19	775
316	Smith's Ferry Oil Transportation Co.	do	13499	19	747
317	Sone & Fleming Manufacturing Co.	do	13499	19	747
274	Standard Oil interests: Stocks held July 1, 1890.	do	12834	19	652
388	Standard Oil Co. (New Jersey)—Shares issued for stock of 20 subsidiary companies.		13622	19	894
1	Stockholders, Aug. 19, 1907	Tilford	348	18	1
386	Standard Oil Co. (Ohio): Transcript stock ledger opened March, 1875.		13622	19	887
315	Standard Oil Co. (Pittsburg): Transcript.	Archbold	13498	19	747
331	Thompson & Bedford Co. (Limited)	do	13506	19	782
341-A	United Pipe Lines	do	13509	19	820

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Stock (transcripts)—Continued.				
339	Waters-Pierce Oil Co	Archbold	13509	19	808
113	Stickney, A. B.: Pamphlet by	Felton	9691	18	281
176	Stoy: Shipments of crude oil from		10036	19	535
281	Subpœna: Served on J. D. Archbold	Archbold	13171	19	672
	T.				
108	Tank cars: Owned by defendants and others.	Felton	9660	18	274
212–A, 212–B	Tank-wagon reports: Washington, D. C	Parsells	11557	19	590
	Tank-wagon tickets: Deliveries at—				
82	Hyannis	McMillan	7984	18	240
101–A to 101–E	Lorain, Ohio	Mills	9459	18	260
207–A to 207–C	Washington	Barker	11164	19	586
	Taplin, C. G.: Letter to—				
101–B	From S. T. Curtis	Squire	9525	18	265
101–C	From S. T. Curtis	do	9525	18	266
101–G	From S. T. Curtis	do	9525	18	266
101–J	From O. E. R.	do	9525	18	267
101–K	From S. T. Curtis	do	9525	18	267
101–L	From S. T. Curtis	do	9525	18	268
102	From F. B. Squire	do	9548	18	269
	Tariffs:				
112–A to 112–C	Boston & Maine R. R. to Gulf Refining Co.	Felton	9688	18	278
118	Central R. R. of N. J., 9 cents per barrel.	do	9717	18	311
	Chicago & Eastern Illinois R. R.—division sheet—				
173	13-cent Grand Junction	do	10010	19	52
174	13-cent Grand Junction	do	10014	19	53
174–A	Cancellation G. F. D. 10084	do	10014	19	53

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214	Synopsis of amendments to No. 24		11581	19	596
223	Exceptions to No. 24	Tucker	12142	19	610
	Chicago, Burlington & Quincy R. R.—				
158-A	I. C. C. 4234	Felton	9959	18	486
158-B	Supplement No. 2 to 4234	do	9959	18	494
159	Low commodity, to East St. Louis.	do	9959	18	495
119-C	Erie R. R.—State, "Not to be posted"	do	9726	18	333
222	Fulton's Tariff No. 47, 11 c. Evansville.		13296	19	610
124-A	Grand Trunk R. R., Oil A-944, to New England.	Felton	9767	18	352
219	Gulf Pipe Line No. 1	Litchfield	11738	19	600
165	Illinois Central R. R., 6-cent Kankakee-East St. Louis.	Felton	9977	19	509
	Interstate Commerce Commission:				
168	Circular No. 1-A	do	9993	19	511
168-B	Circular No. 2-A	do	9993	19	512
168-C	Circular No. 3-A	do	9993	19	514
168-D	Circular No. 5-A	do	9993	19	516
168-E	Circular No. 6-A	do	9993	19	518
193	Opinion, on joint tariffs	Eyman	10680	19	561
119-B	Lehigh Valley R. R.: State, "Not to be posted."	Felton	9726	18	328
190-A	Missouri Pacific & Iron Mountain to Louisiana.			19	558
137	Ohio River, standard in C. F A	Felton	9840	18	374
	Pennsylvania R. R.:				
119-A	State, "Not to be posted"	do	9723	18	312
119-D	Interstate, "Not to be posted"	do	9726	18	338
164	St. Louis, Peoria & Northern R. R.: 6-cent Whiting-East St. Louis.	do	9972	19	508

Exhibit No.	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Page.
	Tariffs—Continued.				
252	Southwestern Tariff Committee, 3-Q, I. C. C. 349.	.....	13297	19	615
221	Texas Co., No. 1	Barnes	11814	19	608
221	Texas Co.: Tariff, I. C. C. No. 1	....do	11814	19	608
	Texas Common Points: Rates to—				
180	From C. F. A. territory	Felton	10062	19	547
181	Per ton per mile, over East St. Louis rate.	....do	10064	19	547
	Thompson & Bedford Co. (Limited):				
331	Transcript from stock books	Archbold	13506	19	782
331-A	Articles of incorporation	....do	13506	19	783
331-B	Amendment	....do	13506	19	788
331-C	Amendment	....do	13506	19	790
	Tiona Oil Co.:				
86	Letter to, order for oils	Drake	8072	18	243
396	Letter to R. W. Munn, from L. T. Messner.	Messner	13684	19	895
	Toledo:				
133	Rates from Whiting, Cincinnati via	Felton	9829	18	371
138	Rates, commodities, Chicago to Detroit and	....do	9851	18	375
140	Rates from, to Michigan	....do	9853	18	376
142	Rates per ton per mile from, to C. F. A.	.....	10831	18	378
148	Comparison sixth class, from, to C. F. A	Felton	9917	18	393
166	Chicago & Eastern Illinois R. R. and Evansville & Terre Haute division of through rate from, compared with Whiting rate.	....do	9982	19	509
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363-A	1901	.....	13618	19	850
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384-C	1907	.....	13620	19	885

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105	Table of, principal commodities	Felton	9652	18	272
106	Defendants', in 1904	do	9653	18	273
109	Traffic associations: Map of, in United States. (*See* C. F. A.)	do	9669	18	274
87	Tuthill, George: Letter to, from P. M. Watt.	Tuthill	8101	18	243
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	United Pipe Lines:				
341	Articles of incorporation	Archbold	13509	19	816
341-A	Transcript from stock books	do	13509	19	820
	V.				
338	Van Tine & Co., H. C.: Articles of incorporation.	do	13508	19	805
	Vermont:				
	Cost transportation—				
120	Olean to		10681	18	341
122	From Olean, Bradford, New York Harbor, to Rutland R. R. points.	Felton	9755	18	348
123	From Bradford, etc., to points on Central Vermont R. R.	do	9763	18	351
	(*See* Central Vermont R. R., and Rutland R. R.)				
177	Westgate freight bills, comparison of cost with Standard Oil on shipments to	do	10048	19	536
	Vilas, Keith & Chester:				
257	Agreement of 1879	Rockefeller	12480	19	618
270	Receipt of J. A. Bostwick, treasurer Standard Oil Trust to G. H. Vilas, for	Archbold	12822	19	628
	W				
295	Wages: Chart, increase in, 1890–1907	Johnson	13354	19	697
	Walker, J. M.:				
213-A to 213-H	Letters to A. L. Jones, jr., from	Robinson	11565	19	591

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	Waste:				
24	Lehigh Valley R. R., cost of	Hibbits	6814	18	125
73	Louisville & Nashville, cost of	Curtis	7654	18	230
207–A to 207–D	Washington, D. C.: Tank wagon tickets	Barker	11165	19	587
	Waters-Pierce Oil Co.:				
339	Transcript from stock books	Archbold	13509	19	808
339–A	Articles of incorporation	do	13509	19	809
189–A to 189–M	Letters, rates to Alexandria	Finlay	10312	19	552
87	Watt, P. M.: Letter from George Tuthill to	Tuthill	8101	18	243
283	Wax: Total deliveries by Standard Oil refineries; Export and home trade, 1892 to 1907.	Archbold	13191	19	682
126	Wellsville: Comparison of rates from, and Bradford.	Felton	9781	18	363
114–A	Western New York & Pennsylvania R. R.: Percentage sheet, 1892, R. W. & O. R. R.	do	9694	18	304
	Westgate:				
177	Comparison cost of transportation with Standard Oil interests to Vermont.	do	10048	19	536
178	Freight bills; analysis	do	10053	19	540
	Whiting:				
133	Rates from, to points between Whiting and Cincinnati, via Toledo.	do	9829	18	371
139	Shipments from, to Michigan	do	9852	18	376
	Comparison—				
142	Rates per ton per mile from, to Central Freight Assn. territory.		10831	18	378
143	Shipments from, to Ohio, Indiana, Michigan, Illinois, and Louisville, Ky.	Felton	9873	18	380
164	St. Louis, Peoria & Northern R. R.: 6 cent East St. Louis tariff from	do	9972	19	508

Exhibit No.—	Description of exhibits.	Witness.	Page original record where introduced.	Printed exhibit. Vol.	Printed exhibit. Page.
	Whiting—Continued.				
166	Chicago & Eastern Illinois and Evansville & Terre Haute division of, through rates from Toledo compared with rates from	.....do.....	9982	19	509
	Shipments from—				
170	Into the south.....	Felton.....	10002	19	521
172	To territory shown on defendants' Exhibit 171.	.....do.....	10005	19	523
176	Shipments of crude oil, Stoy to.....	.....	10036	19	535
92½	Wilson, Sudie P.: Letter to Capt. P. S. Morris, regarding Peoples Oil Company, from.	Collings.....	9351	18	253
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400	Commodities: Percentage of increase of prices, 1906 compared with 1895.	.....do.....	14453	19	896l
	Erie Despatch:				
398	Percentage sheet, effective Feb. 20, 1902.	Witzel.....	14268	19	896f
398a	Percentage sheet, effective Sept. 1, 1902.	.....do.....	14268	19	896j
397	Morgantown: Pipe line pumpings from...	Pilkington...	14212	19	896
	Percentage sheets:				
398	Erie Despatch, effective Feb. 20, 1902.	Witzel.....	14268	19	896f
398a	Erie Despatch, effective Sept. 1, 1902.	.....do.....	14268	19	896j
397	Pipe lines: Pumpings from Morgantown and deliveries at Centerbridge.	Pilkington...	14212	19	896
399	Wages: Aldrich's Senate Report, page 99, on	Durand.....	14451	19	896k